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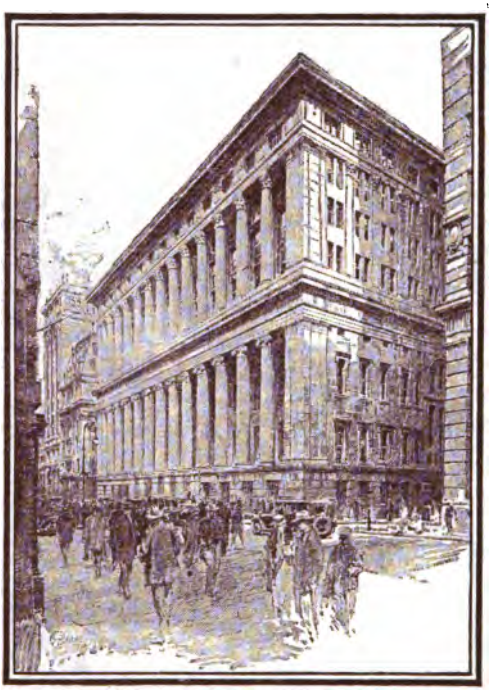
TRADING WITH THE FAR EAST

By OSCAR P. AUSTIN



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V – The Development of Scandinavian-American Trade Relations.
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TRADING WITH THE FAR EAST

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YOKOHAMA, JAPAN

BRANCH OF THE INTERNATIONAL BANKING CORPORATION

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TRADING WITH THE FAR EAST

By OSCAR P. AUSTIN
Statistician
THE NATIONAL CITY BANK OF NEW YORK

1920
FOREIGN COMMERCE SERIES
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Trading with the Far East

By Oscar P. Austin

THE INTERNATIONAL commerce of the Far East doubled in value during the period 1914–20 while its trade with the United States sextupled in the same period. It bought from the United States $125,000,000 worth of our products in the year before the war and $850,000,000 worth in the fiscal year 1920, and we bought from it in turn $250,000,000 worth in 1914 and $1,350,000,000 worth in 1920. Our 1920 sales to the Far East are six times as much as in 1913 and our purchases therefrom five times as much as in 1913.

The term "Far East" is one that is quite generally used to indicate a very indefinite section of territory. Most writers do not include in the "Far East" India, Burma or Ceylon. As a matter of geographic convenience, however, and for the purposes of this study, India, Burma and Ceylon are included. In this book, therefore, the term "Far East" shall be construed to embrace that densely populated coastal region stretching along the southern and eastern frontage of Asia, from western India to northern Japan and western Siberia.

Asia as a whole has one-third of the world's land area and over one-half of its population. It stretches 7,000 miles eastward from the Dardanelles to within 45 miles of our Alaskan coast and 5,000 miles northward from the Indian Ocean to the Arctic. While its enormous desert and mountainous interior lie from 15,000 to 29,000 feet above sea level, nine-tenths of its 875,000,000 people are massed on that narrow frontage of fertile land running along the ocean from India to Japan, most of them living within 1,000 miles of the ocean and less than 2,000 feet above its level. They originate and conduct practically all the commerce of the Asiatic continent and their international trade has grown from $4,000,000,000 in 1913 to $8,000,000,000 in 1919, and that with the United States alone from $375,000,000 in 1913 to $2,200,000,000 in our fiscal year 1920.

Of Intense Interest to Occidental Man

THE Far East has always been an area of intense interest to Occidental man. In the six hundred years since Marco Polo, from his

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prison cell in Genoa, told the astonished world of his experiences in the land of Kublai Khan, Occidental man has never ceased to exhibit his interest in that dense mass of industrious people occupying the eastern frontage of that great continent, and which has through all these years retained the title then given it, the "Far East", as distinguished from the great land mass which geographers designate as Asia, which occupies 82% of the great Eurasian continent, while Europe's share of that continent is but 18%.

The terms "Asia" and "Europe", applied by the Phoenicians and later by the Greeks to the sections occupying respectively the areas at the east and the west, were intended only as general designations for those respective sections; but have been retained as their permanent geographic names, while the general title now given by geographers to the Great Continent comprising both Europe and Asia is "Eurasia". Its area, combining the two sections which we call Europe and Asia, is 21,000,000 square miles, or 40% of the land surface of the world, and its population 1,350,000,000, or 75% of that of the entire globe. The boundary between Asia and Europe as generally accepted by geographers is the Ural Mountains and River, at the north, the Caspian Sea, the Caucasus Mountains, the Black Sea, and the Dardanelles.

Interior Sparsely Settled

THE interior of the Asiatic continent, lying behind the narrow and densely populated coastal region running along the Indian and Pacific oceans, consists of deserts and semi-deserts in the central part, frozen tundras at the extreme north, and at the south great mountain ranges whose enormous areas and extreme altitude have given to a certain section thereof the title of "The Roof of the World." This great interior, which lies at an average level of about 15,000 feet above the sea, receives little moisture from the oceans, and is at the best but sparsely populated, Mongolia averaging little more than one person per square mile, Chinese Turkestan two per square mile, Siberia two per square mile, and Tibet four per square mile.

In these vast interior areas, with their drifting sands and extremes of cold and heat, the scant population derives its subsistence from its herds of domestic animals and a limited agriculture; while in the narrow fringe along the ocean frontages, India, Ceylon, the Malayan Peninsula, Siam, Indo-China, China, Korea, Japan, the Philippines

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and the Dutch East Indies, 800,000,000 people live on one-fifth of the land area of the continent, most of them within a few hundred miles of the ocean which connects them with the 800,000,000 of Occidentals occupying Europe, the Americas, Australasia, and South Africa.

The Thickly Populated Section

In this thickly populated section of Asia which we here designate as the "Far East", the density of population is in striking contrast with that of the interior of the continent. India has an average population of 175 per square mile, and certain of its provinces over 500 per square mile; China proper, an average of 200 per square mile, and in some of the provinces over 400 per square mile; Japan, 400 per square mile, and Java, 680 per square mile. In India, China proper, Japan and Java, with a combined area of 3,500,000 square miles (or about equal to the United States including Alaska), there is an aggregate population of 700,000,000, the average per square mile being 200 against an average of 2 per square mile in the great Asiatic interior.

It is not surprising, therefore, that our interest in Asia centers chiefly in the half dozen countries fringing its southeast ocean frontage. The lands which they occupy, lying between the ocean and the greatly elevated interior, have rich soils supplied in past ages from the elevated areas further inland, and lie but a few hundred feet above the ocean levels, while the great interior behind the mountain barrier which separates the low lands from the heart of the continent lies from 10,000 to 20,000 feet above the ocean.

The Region's Rainfall

The upward movement of the air above the intensely heated area of the interior in summer and the partial vacuum thus produced cause an inflow of air from the surrounding oceans which comes heavily charged with moisture evaporated from the sea in the tropical and sub-tropical areas at the south and southeast. These air currents, bearing all the moisture that air can carry, and forced upward as they cross the land areas fronting on the ocean, are condensed, and discharge most of their moisture in the form of rains, thus giving to this comparatively narrow southern and eastern Asiatic frontage a sufficient water supply to render it fruitful. But on the other hand the small quantity of moisture remaining in the air after it passes into the

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interior is insufficient to supply to that part of the continent a rainfall adequate for producing enough vegetation to maintain any considerable population. The summer "monsoons," which bring rains to all the southern and southeastern parts of Asia from India eastward, are composed of air currents thus drawn from the Indian Ocean where the evaporation is very great, while the air currents which reach the northeastern frontage of the continent are, in part, those which blow westwardly across the tropical areas of the Pacific just north of the equator, and, swinging northward along the coasts of China and Japan render a similar service in supplying a reliable rainfall to the lands lying between the Pacific frontage and the great mountain ranges of the hinterland.

It is this combination, a reliable rainfall due to great natural causes, a fertile soil supplied in past ages from the elevated interior, and a climate ranging from temperate at the north to tropical at the south, that have made this great coastal region from western India to northern Japan the most densely populated region of the globe. The permanent character of these natural causes assures a like permanency of the result—a densely populated area with great producing, consuming, and therefore commercial power.

Bulk of Population on Coast

NINE-TENTHS of the population of the great continent of Asia is packed into this comparatively narrow belt of land adjacent to the ocean, while the remaining one-tenth, scattered over the great and comparatively arid interior, produces little in excess of its immediate requirements and has but inadequate facilities for transportation of any surplus which it may have, or power to purchase and import the products of other parts of the world. In the interior, the human porter, the domestic animals, and the camel caravan are the chief facilities of transportation, while in the areas fronting upon the oceans, the rivers, canals, and slowly developing railway facilities bring the busy population into touch with the oceans and with the ships which transport the region's natural products to other parts of the world and bring manufactures in exchange.

Relation of Transportation to Commerce

THESE facilities of land transportation in these densely populated sections are however still far from satisfactory, though the ad-

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vantages which they respectively supply to commerce are shown by the fact that the particular sections having the greatest railway mileage per thousand square miles have also the greatest commerce. Japan, with 55 miles of railway for each 1,000 square miles of area, has a foreign trade of about $30 per capita; India, with about 20 miles of railway for each 1,000 square miles of area, has a foreign commerce of about $5 per capita; and China proper (exclusive of her great interior provinces) has about 5 miles of railway per 1,000 square miles of area, greatly aided by her wonderful canal system, and a foreign commerce of about $3 per capita.

World Needs the Far East's Products

THAT this comparatively small per capita of commerce in these Asiatic countries, now insufficiently supplied with transportation, will greatly increase with the development of railways and other facilities for movement of merchandise is quite apparent when it is considered that they are the chief producers of certain great world requirements for food and industries, including the raw silks of China and Japan; the jute of India; the hemp of the Philippines; the teas of Japan, China, Java and India; the rubber of the Malayan Peninsula and the Dutch East Indies; the food oils of Manchuria, Philippines, and the Pacific Islands further south; the sugar of Java; and the tin of the Dutch East Indies and the Malayan Peninsula. All of these important products the Occidental world must have in increasing quantities while the fact that most of the 800,000,000 people in the Far East rely for their manufactures chiefly upon the Occident indicates the importance of that market to the United States, the greatest manufacturer of the world and in recent years the greatest exporter of manufactures.

Purchasing Power Increasing

THE purchasing power of the Far East has enormously increased in very recent years. Practically all of its exportable products advanced in price following the opening of the war, some of them very largely, and were greatly in demand even at the much higher price, and, as a consequence, the value of the merchandise exported doubled in the period 1913–1919, while the actual purchases, the imports, showed a corresponding gain. The total value of exports from the dozen principal countries included in the "Far East" group was, in 1913, a little over $2,000,000,000, and in 1919 over $4,000,000,000,

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while their imports grew from $2,200,000,000 in 1913 to nearly $4,000,000,000 in 1919.

Not only did the trade of the Far East double during the war period, but our own share in that trade was greatly enlarged. China, for example, whose imports in 1913 were $427,000,000, took 6% of that total from the United States, while in 1918 her imports were $662,000,000 and she took from us 10½% of that greatly enlarged total. British India, which took only 2.6% of her imports from the United States in 1914, took 8% of her 1918 imports from us; the Dutch East Indies doubled the percentage of their imports which were drawn from the United States; and Japan, which took 16.8% of her imports from the United States in 1913, took 37.8% of the greatly enlarged total of 1918.

A study of our own trade figures with the countries in question gives a further evidence that the share which we have of their trade has greatly increased during and since the war period. While the imports of the dozen countries and islands which we here class as the Far East, doubled during the war period—our own exports to them grew from $125,000,000 in 1913 to $850,000,000 in the year ending June 30, 1920. To no part of the world have our exports shown as large a percentage of gain as those to the Far East. Our own exports to the dozen countries in question equalled about 6% of their aggregate imports in 1913, and approximately 15% in the fiscal year 1919.

What the Far East Has to Sell

THE Far East produces and offers for sale many articles which we of the Occident, and especially we of the United States, must buy, and, in most cases, must buy them from the Far East for this section produces a very large proportion of the marketable surplus of Asia and acts as the exporter of the few articles produced for the world markets in the interior of the continent. The principal articles which the Orient supplies to the Occident, practically all of them produced in or marketed by the Far East, are:

For Manufacturing Purposes—Raw silk, wool, cotton in limited quantities (for strange as it may appear, we of the United States are now buying raw cotton from India and China), kapok, hemp, jute, india-rubber, furs, tin, copper, platinum, hides and skins and gums.

For Food Purposes—Vegetable oils, copra (from which food oil is pro-

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duced), tea, coffee, cacao, sugar, spices, rice, sago, tapioca, fruits, nuts.

Manufactures—Jute bagging, matting, silk textiles, laces, embroidery and many other articles of this character.

In exchange for these natural products exported by the Far East, it takes manufactures, foodstuffs and a limited quantity of manufacturing material, chiefly cotton. Among the more important of its imports are cotton goods, of which the United States is probably the world's largest producer and a considerable exporter, though our exports in that line are, of course, far below those of Great Britain which buys its raw cotton chiefly from us; woolen goods, clothing, boots and shoes; also manufactures of iron and steel of all kinds, automobiles, cars and other land vehicles, machinery, railway material and supplies, petroleum in all its grades of manufacture, tobacco and cigarettes, coal, flour and sugar. Manufactures of various sorts form probably three-fourths of the value of the merchandise imported into the countries in question, except in the case of Japan which imports large quantities of raw cotton, in part from the United States and in part from India and China.

United States Welcomes Imports from Region

ALL of the twenty-five articles heretofore enumerated, which form the bulk of the exports of the Far East, are greatly in demand in the United States. Practically all of the $450,000,000 worth of raw silk which we imported in 1920 was drawn from the Orient, as was also a large proportion of the silk textiles imported, which totaled $88,000,000. Of our india-rubber imports, aggregating approximately $275,000,000 in the fiscal year 1920, over $250,000,000 worth came from the Far East; of the $375,000,000 worth of hides and skins imported nearly one-half was from the Orient and mostly from that extreme section which we denote the Far East; and of the $150,000,000 worth of vegetable oils imported in the fiscal year 1920, practically all came from the Far East. Of the $90,000,000 worth of tin imported, three-quarters came from the Malayan peninsula and Dutch East Indies, while of the items of lesser importance such as spices, rice, jute, Manila hemp, kapok, gums, tea and matting, practically all were produced in and drawn from the Far East.

In fact, we imported in the fiscal year 1920 over 2½ billion dollars worth of the classes of material heretofore enumerated as the chief exports of the Far East, though in certain of them such as sugar, raw

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cotton, wool and coffee, a large proportion of our imports were drawn from other parts of the world. Our total imports from the Far East in the fiscal year 1920, which amounted in value to $1,350,000,000 were composed in great part of the 25 articles enumerated. The fact that we are buying so heavily from the Far East justifies, it seems, a much closer examination of the chief products entering into the region's export trade.

THE FAR EAST'S PRODUCTS

Raw Silk

JAPAN and CHINA are the world's principal producers of raw silk, and supply practically all of that imported by the United States. Latest available figures show the annual exports of raw silk from Japan 53,000,000 pounds, China 15,000,000, and the production of Italy 7,000,000 pounds, and all the remainder of the world about 3,000,000. It will be noted that the figures relative to Japan and China are those of exports only and, therefore, do not include the very large quantities used in the manufacture of silk goods in those countries, estimated at about one-half as much as the exports.

Our own imports of raw silk in the fiscal year 1920 were, 47,000,000 pounds valued at $438,000,000 and of this about $320,000,000 worth was drawn from Japan, and about $80,000,000 worth from China.

Japan's raw silk output is usually estimated at about 3/5 of the world's supply, and the United States is normally accredited with using over ½ of the world's total production. In fact, we are probably now using about 60% of the world's raw silk and drawing 9/10 of it from the Far East. As we produce no raw silk in the United States, we shall always be dependent upon the Far East for this important and rapidly increasing factor in our industries, except in such degree as we may produce artificial silk, a comparatively new industry and promising a rapid development, but not likely, for many years at least, to take the place of raw silk in our manufacturing industries.

India-rubber

CRUDE RUBBER is one of our most important imports for manufacturing purposes, and a very large proportion of this is drawn from the Far East. The Malayan peninsula, the Dutch East Indies, and in a lesser degree Ceylon and India, are now the world's great rubber pro-

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ducers, their plantations, established a decade before the war period, having come into active use as the source of world rubber within the last eight years.

Of our own imports of rubber, which amounted to about 630,000,000 pounds valued at $275,000,000 in the fiscal year 1920, about 350,000,000 pounds were drawn from the Malayan peninsula, about 75,000,000 pounds from the Dutch East Indies, and approximately 100,000,000 from the United Kingdom which had imported it from her Far East possessions and passed it along to the United States. So it may be said that of the 650,000,000 pounds of rubber imported into the United States in 1920, nearly 600,000,000 pounds originated in the Far East, and for it we paid in cash or merchandise about $250,000,000.

The United States is said to use three-fourths of the world's rubber. As we produce none in continental United States, and at present but a comparatively small quantity in our tropical islands, we are and shall be for many years—probably permanently—dependent in a very large degree upon the Far East for our supply. In fact, the only section outside of the Far East which now supplies rubber in any considerable quantities is Brazil, and her total output at the present time is less than 15% of the world production.

Hides and Skins

In that important factor in our industries, hides and skins, we rely, in larger degree than is usually recognized, upon the Far East. Our importation of goat skins alone in the fiscal year 1920 amounted to $120,000,000 in value, and of this $40,000,000 worth was drawn from India, $20,000,000 worth from China, about $5,000,000 worth from the British East Indies, and $5,000,000 worth from other parts of the distant East. Of cattle hides, $10,000,000 worth came from the Orient; calf skins $12,000,000 worth; buffalo hides from India $3,000,000; sheep skins a couple of millions. These figures indicate that we are compelled to rely upon the Far East for over $100,000,000 worth of hides and skins annually, for use in our manufacturing industries at home, and that the bulk of this comes out of India and China.

Cotton

The phenomenon of a country which produces two-thirds of the cotton of the world, bringing millions of dollars of that article halfway round the globe and across the greatest ocean of the world,

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is an interesting one, despite the fact that the actual quantity of cotton which we bring from China and India is materially less than that imported from Egypt, the other source of cotton supply. Our imports of raw cotton from China, strange as it may appear, amounted in 1920 to 25,000,000 pounds valued at about $7,000,000 and from India about 6,000,000 pounds valued at over $1,000,000—not a large quantity or value, to be sure, as compared with our own crop, or even that which we bring from Egypt, amounting in value in 1920 to about $135,000,000. The quantity brought from China and India is, however, steadily increasing and illustrates the diversity of articles which we are drawing from that section, and our increased willingness to purchase a great variety of the products which those countries place upon world markets.

Tin

For the tin used in our progressive tinplate and other industries requiring that metal, we have been entirely dependent upon the Far East until the establishment in the United States about five years ago of refining works which could utilize Bolivian ore. A very large proportion, however, of the $90,000,000 worth of tin imported in the fiscal year 1920 came from the Far East; $45,000,000 worth of it came from the Straits Settlements, $5,000,000 worth from the Dutch East Indies, nearly $2,000,000 from Hongkong, while our South American neighbor, Bolivia, supplied about $19,000,000 worth in the form of tin ore which was transformed into pig tin in this country.

We have brought into the United States in the last decade over $500,000,000 worth of pig tin, drawn almost exclusively from the Far East, chiefly the Malayan peninsula and the Dutch East Indies. There seems no prospect that we shall, for many years at least, produce any tin ore in the United States. So here again we are dependent chiefly upon the Orient, and in a lesser degree our South American neighbor, Bolivia.

Tea

Of our tea, of which the importations in the last decade have aggregated $200,000,000, every pound came from the Far East, about one-half of it originating in Japan, the remainder in China, the Dutch East Indies and India. And, of course, we shall be entirely dependent in future upon them, as we have in the past, for this product of which

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our importations now run from $25,000,000 to $30,000,000 per annum. Practically all of the world's tea is grown in China, Japan, Formosa, Korea, the Dutch East Indies, Ceylon and India, all of them lying within the Far Eastern territory, and produced, as are all the other articles enumerated, by a people disposed to accept American manufactures in exchange for their natural products.

Gums

UNDER this title are included such natural products as shellac, terra japonica, copal, kauri, damar and camphor, of which the aggregate value imported in the fiscal year 1920 was about $40,000,000, and practically all of it drawn from the Far East, especially from India, Ceylon, the Malayan peninsula, and the Dutch East Indies and other islands of the Pacific, though practically all of the natural camphor gum is a product of Japan.

Vegetable Oils

THE growth in recent years of world use of vegetable oils, especially for food purposes, has been very great. Our own importation of vegetable oils has grown in value from $6,000,000 in 1900 to $23,000,000 in 1910, $33,000,000 in 1914, and jumping to $116,000,000 in 1919 and approximately $150,000,000 in 1920. This enormous growth in the importation of vegetable oils occurs chiefly in cocoanut, peanut and soya bean oil, practically all of which is supplied by the Far East, though in addition to this the importation of olive oil, chiefly from southern Europe, shows a considerable growth.

Meantime, Europe has also greatly increased her use of vegetable oils for food purposes. The British manufacture of "margarine," composed chiefly of vegetable oils, and especially that of the cocoanut, has increased from 1600 tons in 1912 to 7500 in 1919, the consumption of "margarine" having advanced in the period named from an average of 8 pounds per capita to 20 pounds while that of butter fell in the same period from 17 pounds per capita to 6 pounds per capita. The whole world, and especially the Occidental world, has greatly increased in very recent years its use of vegetable oils.

Nature provided for man three classes of fat for food, the blubber of the whale and seal for man in the frigid zones, the fat of the domestic animals for the Temperate Zone, and that of seeds for tropical man. But as the supply of food animals in the Temperate Zone is running

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low, Temperate Zone man in recent years has reached over into the tropical fields where enormous quantities of oil seeds and nuts were going to waste, and begun supplying himself liberally with the vegetable oils which his tropical neighbors have always used as their food fats.

This increase has occurred very largely in cocoanut oil, though there are also marked increases in the quantity of other food oils imported into the Temperate Zone countries, and especially the United States and Great Britain. Our own importation of cocoanut oil in the fiscal year 1920 aggregated 270,000,000 pounds against 50,000,000 pounds in 1913; and of copra, the broken meat of the cocoanut from which this oil is produced, the importation advanced from 40,000,000 pounds in 1913 to 260,000,000 in 1920. Soya bean oil, chiefly produced in China and Japan, a part of which is used for food and a part for industrial purposes, also showed very large increases, from 12,000,000 pounds in 1913 to 196,000,000 in 1920, and of the beans from which it is produced, there have also been considerable importations.

Practically all of these food oils in which there has been such an enormous increase in importation in the last decade, and especially since the beginning of the war, are the product of the Far East. Cocoanuts and therefore the cocoanut oil or the copra, are chiefly from the Philippine Islands, the Dutch East Indies and in a lesser degree the coasts of the Malayan peninsula, India and Ceylon, over half of this total coming from the Philippines. Soya bean oil, of which the importations are now running at the rate of $25,000,000 a year as against less than $1,000,000 in 1914, is practically all the product of Manchuria; a part of it is drawn direct from China, or from Japanese leased territory in China, and a part from Japan where it is produced, in part at least, from soya beans imported from China. In 1920, we imported from Japan and China about $40,000,000 worth of peanuts and peanut oil, for food purposes.

By far the most important of the vegetable oils consumed in the United States is that produced from the cocoanut, and these oils are now manufactured in our own Philippine Islands in which several millions of dollars of American capital have been invested in recent years in the establishment of cocoanut plantations and the factories for turning their product into oil. A large proportion of the copra imported is also from the Philippines. The total value of copra and cocoanut oil exported from the Philippines in 1919 was $18,000,000

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of which $3,000,000 was in the form of copra and the remainder in oil. In 1913, the value of the oil exported was a little over $1,000,000 and of copra, $9,500,000.

It is proper to add that a part of the vegetable oils above discussed are used for manufacturing purposes, especially in the production of soaps, but a very large share of the imports are, as above indicated utilized for food.

Thus, practically all of the Far East, from Japan southward, contributes in greater or less degree to the $200,000,000 worth of vegetable oils (including the material from which they are produced), now annually entering the United States, the bulk of it, however, coming from Japan, China, the Philippines, and the Dutch East Indies.

And it may be assumed that the growth in demand in the United States and in the Temperate Zones generally for vegetable oils will increase, especially by reason of the decreasing supply of dairy animals and of farm labor requisite in the production of the butter for which vegetable oils are now being substituted. The vegetable oil industry of the world has "come to stay", and will be, for many years at least, peculiar to the Far East, though, of course, the possibilities of the cocoanut and peanut, from which large quantities of oil are produced, may extend to other areas in the tropical world, especially those fronting upon or adjacent to tidewater, and the world's trade in these products which now amounts to nearly or quite a half billion dollars, will continue to increase.

Sugar

THE Far East is a large producer of sugar, which is chiefly consumed by its own people. India, Java, the Philippine Islands, Formosa and Japan are, in the order named, sugar producers, the bulk, however, being produced in India and Java. Indeed, these five sugar areas of the Far East turn out over 5,000,000 tons of sugar per annum out of the world's total of a little over 15,000,000 at the present time, or say, roughly, one-third of the world's sugar product. Most of it is, however, as already indicated, consumed within the section under consideration and in very large degree in the immediate area of its production. India, for example, which produces 3,000,000 tons a year, or only a little less than Cuba, the world's greatest sugar producer, consumes all of its products at home and imports considerable quantities, chiefly from Java and in lesser quantities from Mauritius, which

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lies due south of India but at such distance that it is not included in this study. Java produces from 1,500,000 tons up to 1,750,000 tons per annum in years of exceptionally large production and sells most of it to her neighbors, chiefly India, China and Japan, though occasionally sending considerable quantities to the more distant markets of the Occidental world. The United States has on several occasions imported some sugar from Java, especially in times of high prices, but in limited quantities. Europe, which since the war is not producing enough beet sugar for its own use, has imported considerable quantities from Java in very recent years as well as at intervals prior to the war period. But the bulk of the Javan sugar is consumed in the Orient.

The Philippine Islands are also sugar producers, the quantity produced in excess of the domestic requirements ranging up to about 250,000 tons in recent years, but with a prospect of a marked increase due to the fact that considerable sums of American capital have been invested in that island within the last couple of years in the development of sugar works of the most approved modern type, part of them as a substitute for older ones less modern in their characteristics, and a part as entirely new enterprises and requiring enlarged supplies of cane. There seems every reason to believe that the Philippine Islands might be developed into a sugar-producing area with a greater output than that of Java, especially as the output of Java will probably be reduced in the future in view of the necessity of utilizing a part of the lands now devoted to cane for the production of rice for the rapidly increasing population (now 35,000,000), while on the other hand, the Philippines, with equally good sugar climate and lands, could easily turn out tenfold its present production and still have ample supplies of land for production of other requirements of her population and world markets.

Coffee

AT PRESENT the coffee production of the Far East is an extremely small proportion of the world output, far less, in fact, than formerly. At one time, in the comparatively early world history of coffee production, the Philippines, the Dutch East Indies, Ceylon and certain sections of India, supplied a very considerable percentage of the comparatively limited quantities of coffee then entering the world market. With the great enlargement of coffee production in

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Brazil, however, coupled with a blight which destroyed the producing power of the coffee fields of the Dutch East Indies and the Philippines, and in a lesser degree those of Ceylon and India, the outturn of coffee in the Far East fell off and became (until quite recently) an unimportant factor in the trade of that section. Of the 2,600,000,000 pounds of coffee annually entering world markets, in the period 1909–13 only about 60,000,000 pounds was the product of the Far East, chiefly the Dutch East Indies. But the very recent introduction into Java and Sumatra of a new coffee tree, "The Robusta", better able to endure the vicissitudes of climatic diseases and insect pests, has already materially increased production, and promises to revolutionize the coffee industry of Java, Sumatra and possibly the Philippine Islands, though the bulk of the world's coffee production will doubtless continue with Brazil, seconded by other South and Central American countries.

Rice

THE importance of the rice industry is very great, especially when we realize that rice forms the cereal food of more than half the population of the earth, that it holds to a large proportion of the 850,000,000 people of Asia a relation similar to that of wheat to the 750,000,000 people of the Occidental world, except that it forms a much larger proportion of the daily food of the Oriental world than does wheat of the Occidental world. Indeed, the quantity, measured in pounds, of rice consumed in the world falls little below the quantity of wheat consumed. And, curiously, nine-tenths of this enormous world supply of rice, which aggregates about 150,000,000,000 pounds (as against an annual world average of about 225,000,000,000 pounds of wheat), is produced in the countries which we have here designated as the Far East. The only other rice producing country of any considerable importance is the United States, which has become a very considerable producer by the application of machine cultivation as against the hand and animal power cultivation by which all the rice of the Far East is produced.

In fact, the ability of this Far Eastern section, fronting upon the Indian Ocean and the Pacific, to produce rice is one of the principal causes of its dense population—of its power to maintain so large a population. Rice requires large supplies of water for its successful growth (far in excess of that of any other grain), and it is only in

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sections having very heavy rainfall, and therefore large water supplies, that it can be successfully produced. These areas of great rainfall are those lying along the ocean frontage of the Far East, where the fall ranges from 40 to 160 inches and in exceptional cases much more, during the summer period. With this enormous water supply during the growing season, possibilities of rice production are created which are unequalled in any part of the world except in a small area of the United States where water is supplied by irrigation from artesian wells and great rivers, and drained off in time to permit the cultivation and harvesting of the rice by machinery.

In the Far Eastern section, however, in which the water supply is chiefly that furnished by the rains of the current season, its success in supplying the cereal food of such a dense population is only rendered possible by the great rain supplies brought by the monsoon winds flowing in from the ocean. India, Burma (which is a part of the political division designated as India), the Malayan peninsula, Ceylon, Java, Siam, French Indo-China, the Philippine Islands, China, Korea and Japan are the world's great producers of rice, and nine-tenths of their product is consumed by the people of the Far East, though certain of these Far Eastern countries are compelled to buy rice from certain other neighboring countries. The Philippines and Dutch East Indies, frequently import rice from Siam and French Indo-China in considerable quantities, and Japan exports considerable quantities of her high-grade rice, and imports equally large quantities of a less expensive grade from her neighbors, especially Siam, French Indo-China and India. China with her enormous population probably produces more rice than any other single country of the world, and also imports limited quantities from French Indo-China, Siam, Singapore and India.

The Philippine Islands, which formerly produced all of the rice required by their 10,000,000 inhabitants, have been in recent years considerable importers of rice, this being due in some degree to the fact that other lines of agricultural industry proved more profitable proportionately and resulted in a greater dependence upon her neighbors—Indo-China and Siam—for this extremely important factor in her food supply.

Miscellaneous Products

MANY other articles produced in the Far East are also important factors in international commerce.

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Wool is exported in very considerable quantities from India, China and Asiatic Russia, most of it to the United States and Great Britain and formerly to Germany; kapok, a silky fibre somewhat similar to cotton but of such short lengths that it is at present little used except for cushions, bedding and life preservers, is becoming an article of increasing importance in commerce, with apparently great possibilities for manufacturing purposes in conjunction with other fibres and the production of certain types of cloths. The value of the imports of this article into the United States alone has grown from a half million dollars in 1911, the first year in which it was mentioned as an article of import, to five million dollars in the fiscal year 1920, most of it coming from the Dutch East Indies with very small quantities from Japan and the Philippine Islands.

Jute has long been an important article of production in India and of import into the United States, a part of it in condition for use in our factories, and a large part transformed into bagging or "burlaps" used for cotton baling and various agricultural products. India is the world's chief producer of jute, and it is in part turned into the manufactured form before leaving that country, a part sent in the natural state to the United Kingdom where it is manufactured and re-exported in the form of bags and bagging, and a part sent in the natural state to the United States and certain other countries. Our imports of jute, almost exclusively from India, were in 1920 about $10,000,000 and of manufactures of jute over $95,000,000 of which about $75,000,000 was from India and the remainder produced from jute grown in India.

Manila hemp, which is as peculiar to the Philippines as is jute to India, is also an extremely important product in all the lines in which hemp is used and especially ropes, cordage and other high-grade material of this character. The Philippine Islands have had practically the monopoly of world production of this article for many years, and sent their product chiefly to the United States and Great Britain, and formerly in considerable quantities to Germany, and in lesser quantities to other European countries. The value of Manila hemp produced in and exported from the Philippine Islands ranges about $50,000,000 per annum and exceeds that of any other single export from the islands. Efforts to develop its production elsewhere have not met with such success as to endanger the industry in the Philippines.

Spices, which were in the early part of Occidental trade with the

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Far East the most important of all the items of merchandise drawn therefrom, still continue to be of very considerable importance especially in the production and exports of India, Ceylon, the Malayan peninsula, and the Dutch East Indies, and our own importations of spices of all sorts, all of them from the Far East, have steadily grown from 3½ million dollars in 1910 to about 13 millions in 1920.

Gums also are an important factor in the commerce of the Far East and in our imports therefrom. Of shellac alone our imports amounted in the fiscal year 1920 to approximately 22 million dollars as against less than 3 millions in the year prior to the war, and practically all of this is drawn from India. Camphor, of which the imports in the crude or natural state amounted to about 6 million dollars, practically all comes from Japan, as does also a very large proportion of the "synthetic", or manufactured article which is now so nearly identical with the natural product that they are frequently grouped under one heading of "camphor, refined and synthetic."

Of tobacco, our imports from the Far East are of very considerable value, especially that of the class grown in the Dutch East Indies for use as cigar wrappers, of which the United States alone imported in the fiscal year 1920 about 10 million dollars worth, most of it coming at present direct from the Dutch East Indies to our own ports instead of coming by way of the Netherlands as formerly.

We should hardly expect the United States, with its large agricultural area and bigness of the industry in certain of our Southern states to be an importer of peanuts in any considerable quantity, but we brought from abroad in the fiscal year 1920 no less than 12 million dollars worth of these nuts and 28 million dollars worth of peanut oil. Practically all of the peanuts thus imported come from Japan, China and the British colony of Hongkong—the latter lying at the southeastern entrance of China, and practically all of its exports being of Chinese origin. Nearly all of the peanut oil imported is also drawn from Japan and China. This very large importation of peanut oil from the Far East is a comparatively new factor in that trade, the quantity imported having grown from 1 million gallons just prior to the war to over 20 million gallons in the fiscal year 1920. The oil is used largely for the same purposes as those to which cocoanut oil is applied, the manufacture of "margarine" or artificial butter, also for cooking fats as a substitute for lard, and in the manufacture of soaps.

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OUR PRINCIPAL SALES TO THE FAR EAST

WHAT do we sell to the Far East?—Manufactures of all kinds, foods in not inconsiderable quantities, and one important article of manufacturing material, cotton, chiefly to Japan.

The classes of manufactures which we send in exchange for the imports above referred to are very numerous and very broad in their lines of use, some for the fields, many for the industries and transportation, and numberless articles for personal, domestic and household use.

Cotton Goods

OF cotton cloths, which we formerly sent to all Far Eastern countries, the demand for our product has been somewhat minimized by the activity of the Japanese manufacturers, who, however, purchase much of their raw cotton from the United States and sell their manufactures in all the Orient. The recent growth in our exports of cotton manufactures to the Far East is, however, distinctly encouraging. The quantity of unbleached cottons sent to China in the fiscal year 1920 amounted to 30 million yards against 3 millions in the preceding year, and to India about 5½ million yards against less than 1 million the year preceding. Of bleached cottons, the quantity sent to China in 1920 was approximately 4 million yards, printed cotton cloths also 4 million yards and of the other grades another million. The Philippines also take large quantities of cotton cloths of all grades, our 1920 exports to the Philippines aggregating about 30 million yards and to China about 40 millions.

Iron and Steel

PROBABLY the most important single group of articles now being exported to the Far East is iron and steel manufactures, of which there has been a very striking increase in very recent years. Of steel plates, the shipment to Japan alone in the fiscal year 1920 amounted to 598,000,000 pounds valued at approximately $20,000,000. Steel sheets to Japan were sent to the amount of 130,000,000 pounds, and $12,000,000 worth of steel rails to Japan and $2,000,000 worth to the Dutch East Indies. Our wrought iron pipes and fittings are also growing in popularity with the Orient, the quantity sent to India in 1920 being about 50,000,000 pounds valued at over $3,000,000; to the Dutch East Indies 22,000,000 pounds; and to Japan 60,000,000 pounds.

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Our structural iron and steel is also in growing favor with the Far East, the shipments in 1920 to Japan alone aggregating about $4,000,000 in value, with lesser quantities to India, the Dutch East Indies, China and the Philippine Islands.

The Senior British Trade Commissioner in India, Thomas M. Ainscough, in a report in 1920 to the British Government, calls attention to the startling gains which American manufacturers of iron and steel are making in India. He says that although American manufacturers and merchants have little experience in overseas trade, they have recently adapted themselves to the requirements of the Indian market in a most remarkable way, and that "there is no doubt whatever that American competition in India has come to stay", indicating that the growth occurs especially in machine tools, mill stores, hardware, canned provisions, motor cars, and lumber. The increase in American competition in steel, he says, has been very great, the imports from the United States having advanced from 3% of the total in the pre-war quinquennium to 41% in 1917–18, while the 1918–19 total was materially greater than that of 1917–18 on which the percentages of gain are estimated. America's share of the imports of machinery and mill works have also advanced from 3% to about 28% of the total, and he adds that the American products have been so satisfactory to the people of India that "it is likely that the American connections, having once been made, will be retained, and must be regarded as permanent."

China alone took in 1920, 33,000,000 pounds of tin plate; India, 10,000,000; the Straits Settlements, which sent us most of the tin for use in its manufacture, over 6,000,000 pounds; and the Dutch East Indies nearly 2,000,000, while Hongkong (the doorway to southern China) took approximately 20,000,000 pounds, and Japan 150,000,000 pounds valued at about $12,000,000.

Japan took in 1920 $3,000,000 worth of metal-working machinery, while India and China took another million dollars worth; Japan took 2½ million dollars worth of sewing machines and China, the Philippines and the Dutch East Indies a million dollars. Typewriters to the dozen countries of the Far East aggregate a million dollars in 1920.

There are also various iron and steel manufactures for household and general domestic requirements in groups too numerous to mention but forming in the aggregate large values distributed to all of the Far Eastern countries, and in constantly increasing quantities.

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Automobiles

DESPITE the assertion that the Far East has not yet reached a stage in its highway construction to render it an especially attractive field for the automobile either for passenger or commercial purposes, the exports of this class to the region are large and rapidly growing. To India, the total for the fiscal year 1920 was, in round terms, 8,000 cars valued at over $8,000,000, and to Dutch East Indies about 1,600 cars valued at approximately $2,000,000; to Japan nearly 3,000 cars valued at 2½ million dollars and to the Philippines 2,000 cars valued at approximately $2,000,000. These figures relate to passenger cars, while the freight automobiles sent to China, the Dutch East Indies, Japan and the Philippines in 1920 aggregated about $3,000,000 in value. Of rubber tires for automobiles, the exports to China, Japan, India, Straits Settlements and Dutch East Indies in 1920 aggregated about $5,000,000 in value.

Petroleum

PETROLEUM, in all its forms, is and has been for many years an important factor in our exports to the Far East. The shipments of illuminating oil in 1920 to India amounted to about $7,000,000 in value; the Dutch East Indies (large producers of petroleum) approximately $2,000,000; to Hongkong, more than $3,000,000; to Japan approximately $5,000,000; to the Philippine Islands approximately $2,000,000. Of lubricating oils, to China, India, the Dutch East Indies, Hongkong and Japan our shipments were $6,000,000; of gasoline to China, Japan and the Philippine Islands, nearly $1,000,000; while Japan in 1920, for the first time, demanded fuel and gas oil to the extent of nearly 10,000,000 gallons.

The Far East is showing an especial interest in the recently developed industry of the United States, the production of dyes and dyestuffs. Our production and exportation of dyes and dyestuffs have, as is well known, greatly increased since the beginning of the war, and in the fiscal year 1920 China took 2½ million dollars worth from us, India over three million worth, Hongkong a half million, and Japan over six million, chiefly of aniline dyes. Our exportation of dyestuffs which, prior to the war never exceeded a half million dollars, was 25 millions in 1920.

Of food products, considerable quantities are also sent to that section of the Orient under consideration. Of condensed milk, in 1920 we

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sent to China nearly $1,000,000 worth, to India $2,000,000, and to the Straits Settlements $1,250,000, to Dutch East Indies over half a million, to Hongkong one-third of a million, to Japan over half a million dollars worth, and to the Philippines more than $2,000,000 worth.

Tobacco in all its forms, but more especially in the form of cigarettes, is an important factor in our exports to the Far East. To China alone, the exports of unmanufactured tobacco in 1920 amounted to about $12,000,000; to Hongkong a half million; to Japan nearly $3,000,000. We shipped to China about $10,000,000 worth of cigarettes; India $1,500,000; Straits Settlements $1,200,000, and to the Philippine Islands approximately half a million dollars.

As already indicated, Japan is a large buyer of American raw cotton, the quantity sent to that country in the fiscal year 1920 amounting to 438,000,000 pounds, valued at $176,000,000, and to China about 5,000,000 pounds valued at approximately $2,000,000; this grand total being by far the largest single total in value of our shipments of cotton to that country, which has become a considerable manufacturer of cotton goods, buying its raw material chiefly from the United States, India and in lesser quantities from China.

There are many other articles, again "too numerous to mention", though contributing materially to the $850,000,000 worth of merchandise which we sent in 1920 to the Far Eastern countries in part payment for the $1,350,000,000 worth which we took from them in the fiscal year 1920. These include such articles as railway cars, refined copper of which the 1920 exports to Japan were very large ($27,000,000), cotton knit goods, electrical machinery, window glass, manufactures of rubber, traction engines, stationary engines, sugar mill machinery, wire nails, barbed wire, leather, boots and shoes, naval stores, paper, photographic goods, lumber, canned fruits and flour.

COUNTRIES SUPPLYING IMPORTS OF THE FAR EAST

ONE especially important question which comes to the front in consideration of the area in question, is: Where do the dozen countries and colonies included in the territory here designated as the Far East buy the $4,000,000,000 worth of merchandise which they import? We know that nearly $1,000,000,000 worth of it is drawn from

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the United States, for while our figures of exports to those countries aggregate in 1920 $850,000,000, the value by the time they reach their ports is doubtless more than a billion, and the United States now holds a much higher rank among the countries supplying the demands of that section of the world than formerly.

Prior to the War, Great Britain held first rank in supplying the demands of the Far East, especially by reason of the fact that the largest single importer in that group, India, quite naturally took a very large proportion of its imports from the governing country, Great Britain, while the long experience of the British in the Orient had given them also a larger percentage of the imports of China and Japan than that supplied by any other country, though Germany was making rapid gains in Far Eastern trade in the years immediately preceding the war. France has never been a large exporter to the extreme Orient except to her own colonial territory, French Indo-China, though she sold limited quantities to practically all of the important importing countries—India, Dutch East Indies, China, Japan and the Philippines.

India

INDIA'S imports from Germany and Austria-Hungary, which amounted to about $50,000,000 in the year before the war, dropped, of course, to nothing during the war and had not been resumed in 1919. Those from the other European countries, except Great Britain, declined materially, while those from Great Britain also somewhat declined. Those from the United States and Japan, however, materially increased, those from the United States having advanced from $17,000,000 in 1913 to $52,000,000 in 1919; while from Japan, lying much nearer and supplying manufactures of all kinds, many of them of the special class which the East Indians desire, there was a still greater increase, their total imports from Japan advancing from $13,000,000 in 1913 to $59,000,000 in 1918 and $108,000,000 in 1919 though recent reports indicate a marked fall-off in the 1920 imports from Japan. From the United Kingdom India's imports were in 1913 $330,000,000 and in 1919 $250,000,000. Thus the United States and Japan were the principal countries making gains in the Indian import trade during the war period, the grand total of her imports of 1919 differing little in stated value from those of 1913, standing in 1919 at $548,000,000 against $522,000,000 in 1913.

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China

CHINA showed a marked increase in the value of her imports during the war period and a very large percentage of increase was in the imports from the United States. The total value of her imports in 1913 was $423,000,000 and in 1918 $662,000,000. Japan had been, prior even to the war, the largest single contributor to the imports of China, her total imports from Japan in 1913 having stood at $89,000,000 advancing to $230,000,000 in 1917 and $286,300,000 in 1918. Great Britain was next in rank, supplying $72,000,000 worth of China's imports in 1913 and $59,000,000 in 1918. From the United States China, according to her official figures, took $26,000,000 in 1914, $43,000,000 worth in 1916, and $69,000,000 worth in 1918, while our own figures of exports to China indicate that her total takings from us in 1919 aggregate over $100,000,000 and our total exports to China in the fiscal year 1920 aggregate about $130,000,000. China's imports from Germany in the year before the war were about $21,000,000 and, of course, fell off entirely during the war period while those from Austria-Hungary, which aggregated about $3,000,000, also disappeared.

Japan

JAPAN'S trade development during the war period was phenomenal. The activity of her industries caused a great demand for manufacturing material and food from abroad, and the demands for the products of her factories and her supplies of raw silk, food oils, etc., made her also a large exporter. Her imports increased from $363,000,000 in 1913 to $832,000,000 in 1918 and a little over $1,000,000,000 in 1919. The United States is the largest single contributor to her imports, the total drawn from the United States increasing from $61,000,000 in 1913 to $102,000,000 in 1916, $179,000,000 in 1917, $312,000,000 in 1918, and $383,000,000 in 1919, while our own figures show exports to Japan in the fiscal year 1920 $453,000,000 against $326,000,000 in 1919. From China her imports also largely increased since she drew from that country considerable quantities of raw cotton and large quantities of material for production of food oils and other articles of food, especially rice and beans, her total imports from China having advanced from $35,000,000 in 1913 to $140,000,000 in 1918 and $161,000,000 in 1919. Her imports from Germany, which amounted to $34,000,000 in 1913, were a little less than $2,000,000 in

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1918 and less than half a million in 1919. From India, her imports have always been comparatively large since a great proportion of the raw cotton which she uses in her mills is drawn from India especially when prices in the United States are higher, and her imports from India advanced from $87,000,000 in 1913 to $134,000,000 in 1918 and $160,000,000 in 1919. From Great Britain, her imports dropped during the war period from $61,000,000 in 1913 to $33,000,000 in 1918, advancing, however, to $62,000,000 in 1919 and thus returning to practically the pre-war figure.

Dutch East Indies

THE Dutch East Indies have made large increases in their imports from, and exports to, the United States, and also material gains in their imports from Japan while those from the Mother Country, Netherlands, and also from other European countries declined chiefly because of the difficulties and dangers of transportation by the Mediterranean route by which their imports from western Europe were chiefly drawn. Detailed figures of the Dutch East Indian trade are not available for the most recent years, but our own figures of exports to the Dutch East Indies show remarkable gains, the total to those islands having advanced from $2,741,000 in the fiscal year 1914, all of which preceded the war, to $46,000,000 in the fiscal year 1920. The imports from Japan into the islands also greatly increased, as indicated by the Japanese figures which show the value of exports to Dutch East Indies in 1917 $8,600,000, and in 1919 $32,600,000. While it is to be expected that the imports from the Mother Country, Netherlands, which fell off very greatly during the war, will be resumed in considerable degree, the popularity of American products in all the Dutch East Indian islands, and especially Java, gives reason to expect a continuation of the very large exports to those islands, especially in view of the fact that our imports of their rubber, tin, coffee, tea, copra, cocoanut oil, fibres, spices and tobacco have greatly increased, the total value of our imports from the Dutch East Indies having advanced from $6,500,000 in the year preceding the war to $78,743,000 in the fiscal year 1919 and over $95,000,000 in the fiscal year 1920.

Philippines

WITH the Philippine Islands our own trade has gained during the war period and that of other countries declined, except in the case

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of Japan which shows a material increase in the imports of the islands. The total imports of the islands advanced from $53,000,000 in 1913 to $99,000,000 in 1918 and $108,000,000 in 1919. Those from Japan advanced from $3,500,000 to $13,000,000 in 1918, those from Great Britain fell from $5,500,000 in 1913 to $2,700,000 in 1918, while those from the United States advanced from $26,700,000 in 1913 to $59,000,000 in 1918, $65,000,000 in 1919, and $71,000,000 in the fiscal year 1920.

Straits Settlements

THE trade of the Straits Settlements, of which Singapore is the chief port, shows large totals though the merchandise reaching that port, Singapore, is largely for trans-shipment to other countries of the Far East, and the merchandise exported from there also is, in considerable degree, the production of other adjacent countries, this peculiarity of the Singapore trade being due to the fact that it stands at the turning point of the trade routes between the Occident and the extreme eastern frontage of Asia lying at the north, and the Dutch East Indies, Australia and New Zealand at the south. The official figures of the Straits Settlements show total imports in 1913 of $258,000,000 and in 1917 of $367,000,000, the largest contributing country being the Dutch East Indies which send their tin, and in some degree their rubber, to Singapore for trans-shipment to Europe and the United States. The total imports of the Straits Settlements from the Dutch East Indies advanced from $40,000,000 in 1913 to $62,000,000 in 1917 (latest available figures), those from Siam from $26,000,000, to $44,000,000; from Japan from $7,000,000 to $20,000,000; from the United Kingdom the imports declined from $30,000,000 in 1913 to $27,000,000 in 1917 while those from the United States increased from $3,700,000 to $9,900,000 in 1917. Later figures of our own trade with the Straits Settlements show a continued growth, our exports to that division of the Far East having advanced, according to our own figures, from $3,668,000 in 1914 to $12,135,000 in 1919 and approximately $15,000,000 in the fiscal year 1920, a part of this total having been for use in the Malayan peninsula and considerable parts for trans-shipment to the Asiatic frontage, the Dutch East Indies, and British Australasia.

Hongkong

HONKGONG is also an important factor in the trade of the Far

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East, lying as it does immediately adjacent to the entrance of southern China. All of the merchandise destined for that section of China, and especially Canton, which is a great consuming and distributing centre, passes through Hongkong whence it moves chiefly by river to Canton and other trade centres of southern China. Statistics of the imports and exports of Hongkong only cover a very recent period, their accumulation and presentation having only begun in 1918, when the imports totalled $331,000,000 and the exports $427,000,000 most of this, however, passing on, as indicated, into China or drawn from China and sent out of Hongkong to other ports, some of them on the eastern frontage of China and others in the more distant countries. Our own figures of trade with Hongkong, however, have been published for many years and our exports to that port have grown from $9,258,000 in the fiscal year 1914 to $22,093,000 in 1920, while our imports from Hongkong have grown from $2,664,000 in 1914 to $30,068,000 in 1918, and approximately $37,000,000 in 1920.

Eastern Siberia

A DISCUSSION of the trade of the Far East would be incomplete without a reference to that of southeastern Siberia, the section fronting upon that part of the Pacific known as the Sea of Japan and having Vladivostok as its chief ocean port. Unfortunately little is available as to the total value of the trade of that immediate section, and espepecially so as a considerable part of that trade passes from Siberian territory by rail southward through Manchuria. It is possible to present figures of our own trade with that section which we officially designate in our trade returns as "Russia in Asia", and it may be assumed that a very large proportion of the merchandise which we send to "Russia in Asia" enters by way of the port of Vladivostok. Our figures of exports to Asiatic Russia, which amounted to only about $1,000,000 per annum prior to the war, jumped to $44,000,000 in the fiscal year 1915, and $160,000,000 in 1916, but were composed chiefly of war material for Russia in Europe which passed by way of Vladivostok rather than to face the dangers of submarines in an attempt to cross the Atlantic. With the suspension of Russia's participation in the Great War, our total exports to Russia in Asia dropped to $8,433,000 in the fiscal year 1918 but advanced to $32,000,000, however, in the fiscal year 1920. Our imports from Asiatic Russia are very small, ranging as high, however, as $12,000,000 in 1920. Japan also supplies

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large quantities of merchandise to Asiatic Russia, her figures showing exports of about $20,000,000 to Asiatic Russia in 1918 and $35,000,000 in 1919.

The United States supplied, immediately preceding the war, about 17% of the merchandise entering Japan, 6% of the merchandise entering China, 3% of that imported by India, 2% of that of the Dutch East Indies. Now, however, our share of the imports of these respective countries is much greater, the latest available figures of the trade of these countries showing that we are now supplying 35% of the imports of Japan, 17% of those of China, 8% of those of India, 12% of the imports of Dutch East Indies, these figures in nearly all cases relating to the year 1919. In general terms, it may be said that the Far East has not only doubled the value of its imports since the beginning of the war but is taking from the United States twice as large a share of that increased total as it took of the smaller total in the pre-war years, thus indicating that the value of the merchandise which it now takes from the United States is more than four times as great as that which it took from us prior to the war, while Germany and Austria-Hungary and Belgium have, of course, dropped out entirely, that from France and Italy being materially reduced and Great Britain also somewhat less than in the pre-war period, though Japan has meantime greatly increased her sales of manufactures to the local markets of her immédiate neighbors—China, the Dutch East Indies and British India.

TRANSPORTATION

THE transportation systems of the Far East are of very great importance in their relation to its commerce, present and future. These include, of course, water, rail and highway transportation, though until recently the system which has been most effective in the growth of Occidental commerce and industries, the railway, has shown less development in the Far East than in most other parts of the world. Reliance upon water transportation is especially a characteristic of China, Indo-China, Siam, and the Philippines while in India and Japan the railway transportation has made great developments in comparatively recent years. The backwardness of railroad development in the Orient is due, in a considerable degree, to the lack of animal power to move products from the place of production to a common carrier, and in many of the countries in question

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the highways connecting the agricultural sections with the common carriers either by water or rail are extremely inefficient and the number of animals available for road transportation also comparatively small. In the densely populated areas the land must be utilized to supply food for the people, hence the lack of animals for transportation purposes.

Rivers and Canals

CHINA has, to a very great extent, relied upon her great rivers, especially the Yang-tse-kiang, and in a lesser degree the Hoangho. The Yang-tse-kiang, which flows through the most densely populated section of China, the part usually designated as "China proper", is the main waterway of China both in navigability and length, while the Hoangho, further north, is less available for navigation, being comparatively shallow and extremely circuitous in its course. The Yang-tse-kiang is navigable for ocean steamers to Hankow, about 600 miles above its mouth, while smaller steamers operate over about 500 miles additional to I-chang, which lies about 160 miles northwest of Hankow. Native boats and rafts are "tracked" over certain sections of the river above this point. The fleet of Yang-tse-kiang steamships is described as very important and "comprising some of the largest river steamboats in the world", and the same authority adds that the banks of this river "are studded with cities, towns and villages, while its waters are crowded with craft in almost incredible numbers."

Canton, the principal city of southern China, which lies about 80 miles inland, is connected with the sea by the Canton or Pearl River, and receives most of its merchandise by that stream.

In addition to these river transportation facilities, the system of canals, which is described more fully in the detailed discussion of conditions in China on another page, adds greatly to China's transportation facilities.

Roads

HIGHWAYS, however, are far from satisfactory from the transportation standpoint for reasons heretofore noted. In fact, in all of the Far East, except parts of India and Japan, the highways are very unsatisfactory, and especially so at the present time when the automobile, for both passenger and freight transportation, might supply the motive power.

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Railways

In railroad facilities, the greatest development up to the present time has occurred in India which has 37,000 miles; Japan's railways, on a much smaller area, are about 8,000 miles; those of China approximately 7,000 miles; the Dutch East Indies approximately 2,000 miles and served in many places by horseless vehicles which bring the products of the adjacent sections to the railway station; Siam 1,500 miles; French Indo-China 1,300 miles; Chosen (Korea) 1,100 miles; while a railway line extending southward through the Federated Malay States and the Malayan peninsula connects Siam with Singapore, an extremely important port of call for steamships from every part of the world.

That much is yet to be wished for, however, in transportation facilities in the Far East is shown by the fact that the length of railroad for each 1,000 square miles is in India 20 miles, in Japan 53, and in "China proper", exclusive of her great outlying dependencies, about 3 miles of road for each 1,000 square miles as against 75 in the United States, 190 in Germany, 154 in France and 195 in Great Britain. With the application of the horseless vehicle for transportation on the roads, however, between the place of production and the common carrier, it may be expected that railroad transportation facilities will be greatly increased and the producing and commercial power correspondingly multiplied.

The telegraph facilities of all the countries under consideration are comparatively well developed—India 90,000 miles of line and 360,000 miles of wire; Japan 26,000 miles of line; China 42,000 miles; Dutch East Indies 13,000; and the Philippines 5,000.

Steamships

The ocean transportation facilities in most of the countries in question are exceptionally good as compared with those of many other parts of the world. The trade with and travel to and from the Far East has been for many years of sufficient importance and interest to lead the countries having great steamship lines and systems to give especial consideration to that section of the world and British, German, French and, in lesser degree, Italian and American steamships cultivated the Far East trade, even in some instances braving small profits or even loss for the purpose of building up and permanently maintaining trade and carrying relations with that growing section of the world with such

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great promises as to its future. The great steamship system of Japan also holds high rank in the list of steamers connecting the Far Eastern ports with those of other parts of the world. While a great part of the German shipping formerly serving that section of the world was chiefly withdrawn during the war, its place has been taken by that of the United States, and the facilities for close steamship inter-communication between the Oriental and Occidental world may be described as excellent.

Flying Possibilities

THE flying machine promises to be of extreme importance in the future development of the Orient and its producing and commercial powers. The interior of Asia is, as has been already indicated, extremely mountainous, and in certain sections arid or at least semi-arid, yet capable of sustaining a limited population and a considerable supply of domestic animals, but is so devoid of roads and transportation facilities that little opportunity has yet been had to closely investigate its mineral supplies and possibilities. This is equally true of the extreme north of the continent, a "tundra" region, capable of supporting vast herds of reindeer which are now proving an important factor in the meat supply of our own Alaska, and also of great importance in timber and perhaps mineral possibilities. In the tropical sections of the Far East as well as elsewhere difficulties of exploration and transportation have been equally great, and may be to an equal extent, solved by the possibilities of the flying machine, especially as to exploration, while the rapid development in the use of the aeroplane for transportation of merchandise also suggests that it will prove of material aid in developing the commerce as well as the producing powers of all the Far East, whether in interior Asia or the adjacent islands and coastal frontages.

There are great areas still comparatively unexplored and absolutely undeveloped in the big islands off the coast of Asia, including Borneo, Sumatra, Celebes, New Guinea, and parts of our own Philippines, in which the flying machine promises to prove of extreme importance industrially and commercially. Already there has been established an air route from the great cities and industrial centers of the United States to Alaska, from the western tip of which the aeroplane could with a 30 minute flight reach the eastern tip of Asia. The great nations which participated in the war are now placing at the service of the

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commercial and industrial world thousands of flying machines at a small fraction of their cost, and thus promising a rapid development in this new means of exploration and transportation in all parts of the yet unexplored and undeveloped sections of the world, and especially the Far East.

POPULATION

ACCURATE statistics of the population are more difficult in the Far East than in certain other parts of the world. In India, periodical censuses of apparently a very satisfactory type are taken by the local government and based upon British census methods. In Japan, population statistics are also frequently taken and accepted as trustworthy. A census of the Philippines was taken in 1903. In Korea, the enumeration since its occupancy by Japan has given a closer view of population than formerly existed. A census of certain of the Dutch East Indian islands supplemented by estimates was taken in 1905. In the Siberian area fronting upon the Pacific figures are extremely unsatisfactory.

The population of China has been estimated for many years at about 400,000,000. United States Minister Rockhill, after a careful study of the subject, during his experiences in China, expressed the opinion that the former estimates of 400,000,000 were excessive, and that, in fact, the total population of China including Manchuria, Chinese Turkestan, but excluding Mongolia and Tibet, was about 325,000,000, while the population of Mongolia and Tibet probably does not exceed 4,000,000 or 5,000,000 making his estimate of the population of all China at about 330,000,000. The Chinese Government Gazette of February 27, 1911, stated the population of the then Chinese Empire at 321,000,000, of which 302,000,000 was accredited to "China proper", 2,000,000 to Tibet, slightly less than 2,000,000 to Mongolia, and 12,000,000 to other outlying territories. Later estimates, however, put the total very much higher, estimates recently prepared by the Chinese maritime customs authorities placing the total population of all China at 439,000,000, with 19,000,000 for Manchuria alone, while other authorities put the population of Tibet at 6,000,000, Manchuria 2,600,000 and Sin Kiang, or the New Dominion, lying between Manchuria and Tibet, at about 1,200,000. These extreme differences in the two estimates, each by an official authority, one of them 321,000,000 and the other 439,000,000, shows

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how difficult it is to attempt to measure with accuracy populations of any section of the Far East, except India, Japan, Korea, and our own Philippine Islands.

The latest figures on India are those of the census of 1911, which show 244,000,000 in British India and in the "native states" (which are, however, to a greater or less extent under British control) about 71,000,000, bringing the 1911 population up to 315,000,000, while the ratio of growth in the decade preceding 1911 would justify the expectation that the 1921 census will show a total for all India (including the native states) of about 335,000,000, these figures including Burma, which, although a part of the great Malayan Peninsula, is controlled by British authority and included as part of the political government designated as "British India".

Ranking third in point of population is Japan with a total stated at 56,550,000 at the end of 1917, indicating that the total at the end of 1920 will approximate 60,000,000. In addition to this, the population of Chosen, now controlled by Japan, 17,000,000 and Formosa, belonging to Japan, nearly 4,000,000, indicating that the total population in the area under immediate control of Japan is in round terms, about 80,000,000.

Next in order in point of numbers is the population of the Dutch East Indies, which is variously estimated, having been stated by the census of 1905 at 38,000,000 and officially estimated for 1917 at 47,000,000, indicating a total of about 50,000,000 at the present time, of which about 35,000,000 are in the island of Java. The growth of population, especially in Java, is extremely rapid.

The population of the Philippine Islands is estimated at about 10,000,000; that of French Indo-China at 17,000,000 in 1914; Siam 9,000,000; the Federated Malay States 1,000,000; the other Malay States about 1,000,000; and Ceylon about 4,000,000.

Thus the total population of the coastal region stretching from western India to northern Japan and the adjacent Siberian frontage is variously estimated at from 800,000,000 to 850,000,000. In certain sections of this area the density of population is extremely great, in the island of Java alone nearly 700 per square mile, in the Province of Shantung, China, about 500 per square mile, and in several of the other provinces of China about 400 per square mile, and in certain provinces of India over 500 per square mile. The average density of population in the entire Far Eastern area here discussed is about 250

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per square mile as against about 31 per square mile in continental United States, exclusive of Alaska.

CURRENCY

SILVER has been the chief currency of the Far East from the earliest years of its international trade, and still is, each country or colony having its individual silver standard. Japan in 1897 adopted the gold standard but retained large quantities of silver in conjunction with the basic gold yen; China utilized silver, with copper or brass coins as the subsidiary currency; the Philippines utilized silver currency under the Spanish and were, after coming under the control of the United States, given a currency composed largely of silver but with a gold basis; Hongkong has its silver dollar and there are also various Chinese dollars and small silver coins as fractions of the dollar; in French Indo-China, Siam, and the Malayan peninsula silver still circulates freely; in the Dutch East Indies the currency standard of the Mother Country was maintained but with extremely limited supplies of gold and much larger quantities of silver; in India the silver rupee and fractional currency based thereon is still the chief form of currency.

In comparatively recent years, however, the use of paper currency has increased greatly and especially during the recent war period, and in all the principal countries a paper currency now exists issued in most cases by governmental authority through the machinery of the bank.

MONETARY SYSTEMS

IN CHINA the monetary unit is not a coin but a weight of silver, called the tael. It follows, therefore, that fluctuations in the price of silver affect directly the value of Chinese money. The tael is divided, theoretically, decimally, but in practice the coinage varies widely in its value relative to the standard unit. The complications of the system arise from the fact that the tael is not a coin, and that the weight itself as well as the fineness of silver, varies in practically every important business center in China. There are some sixty-five different tael values in China and the inevitable result is that each commercial transaction between one place and another involves an exchange transaction owing to the different monetary values.

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The currency unit in China has for many years been the dollar—formerly the dollar coined in Mexico, but latterly there has been the increasing use of the Chinese Republic dollar (designated the "yuan") which is slowly being standardized and even more slowly is becoming acceptable as a means of payment. Following the increased use of the Chinese dollar, has been the increase in the displacement by the dollar of the tael as the money of account.

As a result of the peculiar extra-territorial situation in the important Chinese ports, foreign banks are permitted to issue notes and these have become, so far as the trade ports are concerned, the commonest circulating medium in all but small transactions. Large balances are still settled, however, by the use of silver metal cast into lumps (called shoes), each approximating 50 taels in weight. The Bank of China and the Bank of Communications also have the note issue privilege, but this paper money has not yet become firmly established in the public confidence, having often gone to a serious discount.

In Japan where the currency is on a gold basis, the unit is the yen (value in U. S. currency 49.8 cents) and the subsidiary coinage is a decimal division of the unit, the coins themselves being similar in size to American subsidiary coins and the values being approximately one-half of the American coin values. There is also a note issued by the government bank, and during the scarcity of metal incident to the war and to the consumption in India and China the Bank of Japan was forced to issue subsidiary notes down even to the value of ten sen, or five cents American.

Philippine coinage is similar in unit value to the Japanese, being about one-half of American coin values, the unit in the Islands being called the peso.

The British Colony of Hongkong coins a silver dollar and subsidiary coinage, and maintains a position of isolation in the money world, the dollar value being about that of the peso, or the American half-dollar.

The Straits Settlements use the Straits dollar as their monetary unit and there is throughout this entire section of the Far East from the Straits to Japan, an approximation of the theoretical values of all units, be they dollars, pesos or yen. It is understood, of course, that the exchange values vary widely.

The Dutch East Indies uses as a monetary unit the guilder or florin and this with its divisional coinage, from a monetary point of view, is the same as that in use in Holland.

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Map of the "Far East" showing Bra

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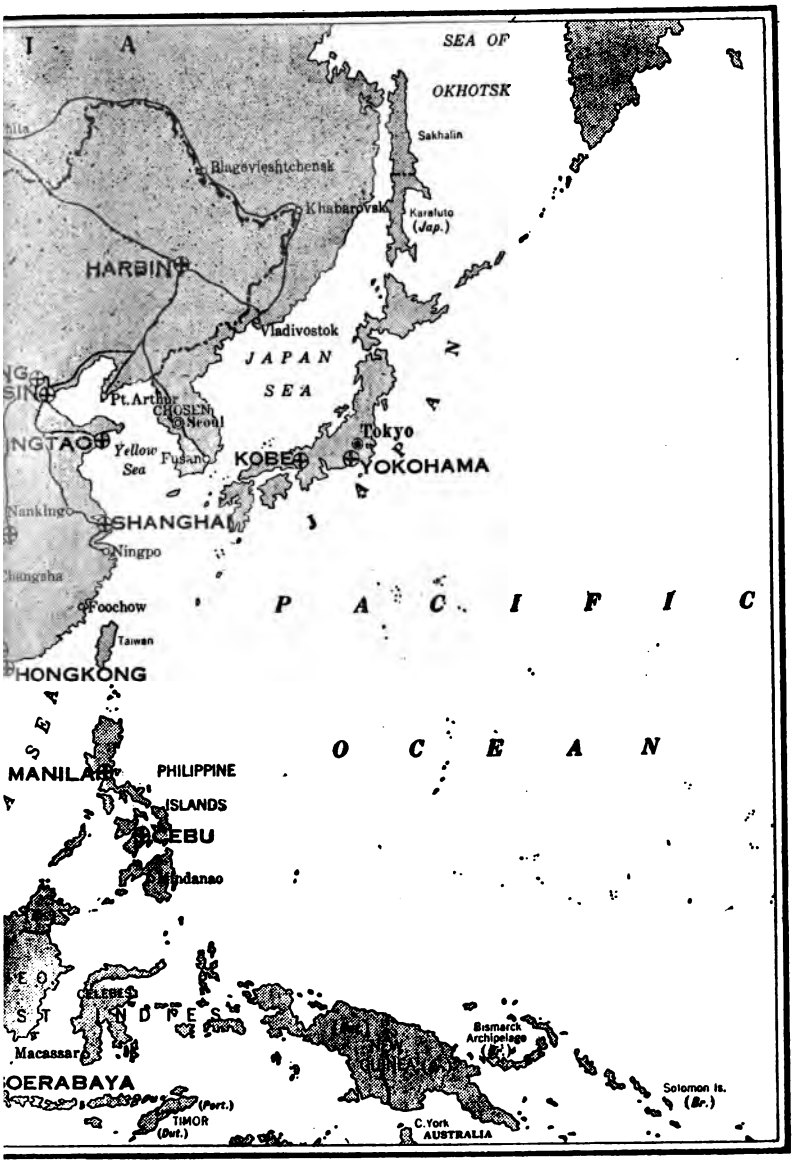

International Banking Corporation

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In India the currency unit is the rupee, divided into sixteen annas, each anna being composed of twelve pies. The exchange value of the rupee was for a long time maintained at fifteen to a sovereign, this being supported by the gold standard reserve fund which stood in 1919 at over £35,000,000, but the currency is now, theoretically, on a gold basis and the value of the rupee is ten to the sovereign, bringing it approximately into line with the other eastern monetary units, that is, slightly less than one-half of the American dollar. But with the decrease in India's export trade balance and the consequent increased demand for sterling, the exchange value of the rupee is dropping toward the old level.

BANKING FACILITIES

AMERICAN banking facilities in the Far East are somewhat better in China than elsewhere and for perfectly obvious reasons. In Japan the situation is dominated by the home banks strongly supported by the government through the Bank of Japan; in India British domination is logical; in the Dutch Colonies a similar situation exists, also in the French Colonies, in which commercial development has been slow.

But in China, a faint but unbroken survival of American enterprise has kept American trade alive. An American bank, the International Banking Corporation, now owned by The National City Bank of New York, has been established over eighteen years, and recently other American banks have opened there, so that the American trader is well served. In China the British-owned banks naturally occupy the most important position in financing foreign trade, for the unceasing activity of British trade there for so many years made it more important to China than that of any other, the only serious competition having arisen recently from Japan.

The chief British banks in China are the Hongkong & Shanghai Banking Corporation, established fifty-three years, the Chartered Bank of India, Australia and China, Ltd., and the Mercantile Bank of India, Ltd. The American banks are the International Banking Corporation, the Asia Banking Corporation, American Foreign Banking Corporation, the Oriental Banking Corporation and the Park-Union Banking Corporation. The American Express Company also maintains offices in China and there is also the new Sino-American

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Bank, recently established by American and Chinese capitalists. Of other foreign banks, there are two Belgian, three French, one Russian, one Dutch and seven Japanese banks, including three of recent establishment.

The Chinese have a banking system of great antiquity and at present two semi-governmental banks, the Bank of China and the Bank of Communications, are operating with foreign methods and incidentally with considerable success. The smaller Chinese banks are innumerable, covering the entire country. Owing to the intense complication of the monetary system, there is a universal opportunity for exchange profits, even between practically contiguous towns, and to all intents and purposes the entire movement of trade in the interior of China is financed by the Chinese banks.

The relations of the foreign banks or of the better established of the foreign trading firms with the Chinese banks in the interior, are simple and cordial, and such financing as is necessary is easily and efficiently done. All payments for merchandise in the interior are made in silver, and this is accomplished with extraordinary facility and certainty by those who are familiar with the local customs.

In the most important silk district in China, that surrounding Wusieh, silver for the purchase of the cocoon crop is sent out in launches through the canals and distributed to coolies waiting in dug-outs at the entrances to the smaller canals and creeks—as much as $5,000 or $10,000 to a canoe—and is carried in them to the buying stations situated at varying distances from the main lines of communication. There is no obvious security in this method of transportation, but in more than forty years the only record of loss in that district has been one robbery of $500 out of the many millions so naively handled.

Another instance of efficiency: In Hangchow a silk buyer of a large British firm goes to the local office of the Chinese bank, introduces himself to the manager and writes out on a page of his note-book, a sight draft on his firm in Shanghai for $150,000 and explains through an interpreter that he wishes the silver sent out to his buying station in the country in three lots of $50,000 each, on three specified days. No further formality is used and on each of the appointed days, the bags of dollars are delivered at the appointed place without fail.

The business in China between foreigners and Chinese has always been conducted through the medium of a compradore, this being a

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survival of the early trade in Canton when an official representative of the Chinese government was appointed to deal with the foreigner, and furthermore, to be responsible to his own government for all of the dealings undertaken by the firm. The office was the outgrowth partly of suspicion, partly of the language difficulty and partly of the feeling of superiority which existed on both sides. The modern compradore is bonded, and usually guarantees to his firm all the transactions initiated by him. This is a useful arrangement in the absence of any reliable source of credit information.

A new situation has, however, begun to exist within the last few years in which the development of Chinese familiarity with foreign methods and with the English language has made it easier for dealings to be made direct between the interested parties. Enterprising German traders in China set an example during the few years preceding the war and their direct transactions not only proved profitable but were also a great aid to them in the development of their China trade. More recently some of the largest British firms in China have seen the wisdom of direct dealing and are now laying emphasis on the learning of the Chinese language by their foreign staff. It is not unlikely that in the near future the firms which fail to equip themselves thus, will find themselves at a serious disadvantage in developing their business in China, especially those firms which either purchase or distribute merchandise outside of the larger treaty ports.

As commercial development in Japan has occurred entirely during recent times, the Japanese banks are, of course, operating on modern lines, and they already finance, quite logically, by far the greatest part of the country's foreign trade. There is however, still an important place in that trade for foreign banks and the list of those operating in Japan is much the same as that in China, including the International Banking Corporation and the Park Union Banking Corporation as the American representatives. The frequently published reports that Japanese banks prefer Chinese cashiers are unfounded. The Japanese banks are operated entirely by Japanese, although in a few instances foreigners, both Chinese and others, are employed in subordinate positions.

In the French Colonies in Indo-China, there are French banks as well as two British banks, but inasmuch as American trade has been comparatively unimportant no American bank has as yet been established there.

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In the Philippines there are representing the United States, the International Banking Corporation, the Asia Banking Corporation and the American Foreign Banking Corporation; the British: the Hongkong & Shanghai Banking Corporation and the Chartered Bank of India, Australia and China; the Filipino semi-governmental: Philippine National Bank and the old established Spanish Bank of the Philippine Islands, which so far have been adequate to the demands of Philippine commerce.

In the Dutch East Indies, the powerful Netherlands Trading Society holds a strong position. The International Banking Corporation is established there, as well as the British banks. In the Straits Settlements, the International Banking Corporation has a branch at Singapore, whereas the British banks are well established throughout the peninsula.

India, of course, is the stronghold of British banking and the only American bank there is the International Banking Corporation, which has branches at Bombay and Calcutta as well as in the Burmese port of Rangoon.

AREA, POPULATION AND COMMERCE OF THE FAR EASTERN COUNTRIES

WHILE the general facts regarding the people and commerce of the area which we designate as the Far East are presented in the foregoing discussion, it seems proper to set forth in concise terms such information regarding the respective countries as may be desired by those giving consideration to their possibilities and probabilities as future markets, especially for products of the United States. In the paragraphs which follow, therefore, information of this character is presented necessarily in extremely condensed form but additional details will be supplied on application to the statistical department of The National City Bank. The countries are enumerated in their order moving eastward from India along the southern frontage of Asia and northward along its eastern frontage. Statistical statements occupying the closing pages show the trade of the United States with each of the countries, covering a term of years, and the chief articles forming the trade; also the percentage of the United States in the trade of each country in recent years.

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India

THE peninsula of India is chiefly under British control, and its government is administered under the title of the Indian Empire. Its administration is entrusted to a Secretary of State for India, assisted by a council named by him. The government thus created includes not only the British territory in the peninsula of India but also Burma, British territory lying at the east across the Bay of Bengal from the peninsula of India. The area of Burma alone covers 231,000 square miles and its population in 1911 was 12,000,000. The area of British India, including Burma, is 1,093,000 square miles, with a population in 1911, the latest census, of 244,000,000. In addition, however, there are within the peninsula a considerable number of areas still designated as "Native States" or Indian States, which, however, are more or less under the control of the Indian Government. They have an aggregate area of 710,000 square miles and a population in 1911 of 71,000,000, making the total population of the peninsula of India and the adjacent province of Burma 315,000,000 in 1911, and estimated at about 335,000,000 at the present time. The Native States lie chiefly within the interior and are reached by rail, telegraph and postal facilities from the various ports and cities of British India. They are governed as a rule by native princes with the help of a political officer appointed by the British Government.

The occupation of the people is largely agriculture, the Statesman's Year Book putting the total population supported by agriculture in 1911 at 225,000,000. Cotton, wheat, rice, jute, sugar cane, tea and oil seeds are the principal agricultural products. Of the area cropped, which amounts to 230,000,000 acres, about 50,000,000 acres are irrigated. The chief manufacturing industries are the weaving of cotton cloths and the manufacture of jute. The mineral products are of comparatively small importance, their relative importance being coal, gold, petroleum and manganese ore.

The modern factory system has, in a very large degree, supplanted the hand trades of India, the number of cotton mills being stated at 236, employing 256,000 persons; the number of spindles 6,650,000; the cloth produced in 1918, 381,000,000 pounds; and the yarn production, 660,000,000 pounds. India exports large quantities of cotton yarn, especially to China. The estimated capital of the cotton mills of India is about $75,000,000. The jute mills employ about 265,000 people, utilizing a capital of approximately $50,000,000. There are

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also a large number of minor manufacturing industries including paper mills, iron and brass foundries, petroleum refineries, tile and brick factories, sugar factories, and breweries.

Notwithstanding the activity of these manufacturing industries, finished manufactures form the bulk of India's imports, the value of manufactured articles imported in 1918 having been about $350,000,000 of which cotton goods alone were nearly $200,000,000. Manufactures of iron and steel of all kinds are greatly in demand, also clothing, boots and shoes, machinery and mill work, illuminating and lubricating oil, gasoline, and other petroleum products. The sugar imports amount to nearly $50,000,000 per annum despite the fact that India ranks second among the cane sugar producers of the world, her large population consuming all of her domestic production and importing quantities from other sections of the Far East, notably Java and Mauritius.

The total commerce of India, as stated in the detailed discussion on preceding pages on the trade of the respective countries, totaled in 1919 $548,000,000 of imports, of which $52,000,000 was from the United States, and the exports $823,000,000, of which $108,000,000 was to the United States. Great Britain of course supplies a very large proportion of the imports, $250,000,000 in 1919, though Japan has greatly increased her share of the imports during the war, her total in 1919 having been $108,000,000. The principal exports from the United States to India are manufactures of iron and steel of all classes, mineral oils, automobiles, dyes and dyestuffs, electrical machinery, condensed milk, and paper (see tables on another page for details of late years). The principal imports into the United States from India are jute and manufactures of jute (especially burlaps), hides and skins (especially goat skins), india-rubber, gums (especially shellac) and tea. The principal ports are Bombay and Karachi on the western coast and Calcutta and Madras on the eastern frontage, also Rangoon, the chief city and port of Burma. The distance from New York to Bombay by way of the Suez Canal is 8,120 miles and to Calcutta, 9,830.

Ceylon

CEYLON is an island of 25,000 square miles, lying immediately south of India; and is a British colony. Its population is 3,600,000 and production chiefly rice, cacao, cinnamon, tea, cocoanuts, and rubber.

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Imports approximate $65,000,000 per annum; exports $100,000,000 per annum. The principal imports are cotton manufactures, rice, coal, spirits, sugar and manures. A very large proportion of the imports are drawn from the adjacent colony of India, but those from the Occidental countries are chiefly from Great Britain ($10,000,000), the United States ($2,000,000), and (prior to the war) about $2,000,000 from Germany. The imports from the United States have grown from $750,000 in 1913 to their present value as above stated. The chief port is Colombo. The railroads aggregate 720 miles. The currency is the Indian rupee.

The Malayan Peninsula

THE Malayan Peninsula, which lies next beyond Ceylon in the route which we travel to the Far East, includes three distinct areas. At the extreme south is the city and port of Singapore with the immediately surrounding area, designated as the Straits Settlements, a British crown colony, comprising the ports of Singapore and Penang. Singapore is an island of about 200 square miles separated from the peninsula by a strait three-quarters of a mile in width. The islands of Singapore and Penang and the continental area immediately north, including Malacca, are designated as the Straits Settlements, administered by a governor appointed by the British authorities. The entire area of the islands and adjacent territory included within the political divisions has a population of slightly less than 1,000,000. The population of Singapore is about 385,000, Penang 300,000, and Malacca 150,000.

Lying immediately north of these is a group of native states, Perak, Selangor, Negri Sembilan, and Pahang, designated as the Federated Malay States. Their aggregate area is about 28,000 square miles with a total population of slightly more than 1,000,000, composed chiefly of Malays, Chinese, and natives of India, with 3,000 Europeans and Americans, and 2,600 Eurasians. The imports of the Federated Malay States aggregate about $40,000,000 per annum and include chiefly cotton piece goods, sugar, condensed milk, tobacco, petroleum, machinery, iron and steel manufactures, rice and sugar. Their exports, which aggregate over $100,000,000 per annum, include chiefly rubber, copra, tin and tin ore, rice, tapioca and coffee.

Still farther north is another group of native states designated as Malay States, not included in the Federation, stretching from the

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Federated States northward along the eastern frontage of the Malayan Peninsula to the boundary of Siam. The total area of the five states, Johore, Kedah, Perlis, Kelantan and Trengganu, is about 25,000 square miles, with an aggregate population of about 1,000,000. Their imports aggregate about $15,000,000 per annum, including cotton goods and manufactures of iron and steel, and their exports, which consist largely of rubber, copra, tin, gums and spices, about an equal sum.

A railway line now extends from Singapore northward through the Federated Malay States and thence through the group of "Malay States not included in the Federation" to Siam, running not only to its capital, Bangkok, but also still farther into the interior and to within a comparatively short distance of its northern border. This road, only recently opened, gives a direct communication for merchandise from Singapore through the interior of this peninsula which stretches northward from Singapore a distance of over 1,000 miles, and thence to Bangkok, the capital and chief city of Siam. The commercial importance of the Peninsula lies in its tin mines and valuable tropical products while its imports, suited to the wants of its population, composed mainly of Malays, Chinese and East Indians, are cotton and silk goods, manufactures of iron and steel, tobacco and petroleum. It is being developed by the construction of roads for automobiles, passenger and freight, while the railroad line running through the interior, coupled with the possibilities of water transportation, gives promise of a rapid growth in its industries and commerce.

Singapore lying at the southern end of the Malayan Peninsula, the capital of the British colony of the Straits Settlements, is an extremely important port and city, both as a distributor of commerce for the people of the Malayan Peninsula and Siam and also as a point of transfer for merchandise of all kinds reaching that turning point in the vessel routes between the Occidental world and the great section at the southeast designated as Oceania. Vessels from the United States and western Europe reaching Singapore carry merchandise destined in part for the eastern frontage of Asia and in part for the Dutch East Indies and Australasia, and necessarily a part of this is transferred at Singapore, which has excellent warehousing and dock facilities, for temporary storage or direct to vessels destined for the ports to which it is consigned, while the vessels coming from Australia, New Zealand, the Dutch East Indies and the eastern frontages of Asia bring mer-

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chandise from those sections to Singapore to be there transferred to vessels bound for Europe and America. The island on which the city stands is about one mile off the mainland of the Malayan Peninsula.

This merchandise entered at the port of Singapore for transfer to other parts is in most instances at least recorded as an import and again as an export, and, when coupled with that required for the population immediately dependent upon Singapore, shows very large totals. The recorded imports of the Straits Settlements range at about $400,000,000 per annum, and the exports about an equal sum. The principal imports, stated in the order of their relative value, are rice $55,000,000, tin ore $50,000,000 (both of which, however, are for reshipment, the rice to adjacent Oriental countries and the tin chiefly to the United States and western Europe), and cotton piece goods about $20,000,000 per annum (chiefly for use of the population of the Malayan Peninsula and adjacent areas, including considerable quantities to Siam, French Indo-China, and the Dutch East Indies). Sugar is also set down at about $20,000,000, but this is chiefly drawn from Java and passed on to other points, a part to India and a part to Hongkong and southern China. The exports, stated in their order of relative value include india-rubber and other gums (chiefly rubber however), $100,000,000, tin (a part the product of the Malayan Peninsula and a part drawn from the nearby Dutch Islands) $65,000,000, spices $12,000,000, copra $5,000,000, tapioca $4,000,000, rattans $2,000,000, gambier (used chiefly for tanning and dyeing) $2,000,000, and sago $2,000,000. Our own trade with the Straits Settlements has grown very rapidly since the beginning of the war and aggregated in 1920 $188,000,000 of imports therefrom and $15,000,000 of exports thereto.

The two groups of Malay States occupying the Malayan Peninsula, except that extremely small part designated as Straits Settlements, are under British protection and certain British control. In the Federated Malay States the supreme authority in each state is vested in the State Council, which consists of the Sultan, the Resident and his secretary, and some of the principal Malay chiefs and Chinese merchants. The residents are under the control of the Chief Secretary and British High Commissioner, who is ex-officio, the British official administering the government of the Straits Settlements. In the Malay States not included in the Federation, the Rulers are assisted by State Councils and the Ruler has the assistance of the British Advisor appointed by the British Government.

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The currency in all of these Malay States, whether Federated or Non-Federated, is the Straits Settlements silver dollar with subsidiary silver and copper coins, while bank notes also circulate and the British sovereign is legal tender. The weights and measures utilized are the same as those in the Straits Settlements, the measure of length being the English yard, with its divisions and multiples, and the land is measured by the English acre. The commercial weights are those long since established among the natives, but their terms officially fixed in British pounds avoirdupois. The National City Bank, through its International Banking Corporation, maintains a branch at Singapore. The distance from New York to Singapore is 10,170 miles via Suez and 10,693 via San Francisco, including land and water.

Siam

SIAM, which lies immediately north of the Malayan peninsula, fronts upon the Gulf of Siam through which it has excellent steamship connections with Singapore and with the great steamship routes centering at that point, and also very recently a railway connection from Bangkok southward the entire length of the Malayan peninsula to Singapore and Penang. The railway line also extends northward from Bangkok far into the interior and to within a comparatively short distance of the northern border of Siam.

The area of Siam is about 200,000 square miles, of which 45,000 square miles lies within the Malayan peninsula. Its population is estimated at about 9,000,000. Bangkok, the capital, has a population of over 500,000 of which about 200,000 are Chinese. Consular courts exercise jurisdiction over their nationals, subject to certain treaty modifications.

The total imports in 1918 were $35,000,000, and the exports $45,000,000. The principal imports are cotton goods $9,000,000, mineral oils $1,500,000, manufactures and machinery $2,000,000, foodstuffs $4,000,000, and gunny bags (used chiefly for shipment of rice) $2,500,000. The principal exports are rice $35,000,000, and teakwood about $2,000,000. Of the imports of 1918 about $7,000,000 were from the United Kingdom, $6,000,000 from Hongkong, $6,000,000 from Singapore, $5,000,000 from India, $3,000,000 from China, $2,500,000 from Japan and $1,500,000 from United States. The exports, consisting principally of rice, were chiefly to Singapore, Hongkong, and other Oriental countries. Our own figures of trade with Siam show rapid

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gains during the war period, having advanced from $675,000 in the fiscal year 1914 to $1,938,000 in 1919. Our imports, direct from Siam, are extremely small aggregating about $250,000 in 1919.

Bangkok, the principal port, is about 11,000 miles distant from the port of New York either by way of the Suez or Panama Canals, as may be preferred.

French Indo-China

FRENCH INDO-CHINA, which lies immediately east of Siam fronting upon that section of the Pacific designated as the China Sea, is, as its title implies, a French colonial possession. Its area is 256,000 square miles, or about equal to our state of Texas; its population, in 1914, 17,000,000, of whom 23,000 were Europeans, the remainder of the population a mixture of Mongolians and Malays. It is divided into five states—Cochin China, Annam, Cambodia, Tongking and Laos. The total imports amount to about $75,000,000 per annum, and the exports $85,000,000 per annum. The imports consist chiefly of cotton and silk goods, manufactures of iron and steel, petroleum, paper and tobacco. The chief exports are rice, sugar, pepper, raw cotton, copra and silk.

The principal ports are Saigon in Cochin China, Touraine in Annam, and Haiphong in Cambodia. Our own trade with the French East Indies has materially increased in recent years, and aggregated about $6,000,000 in 1920.

Dutch East Indies

THE Dutch East Indies include a large number of islands belonging to the Netherland's government, lying east and southeast of Singapore, and also a part of the large islands of Borneo and New Guinea.

The area of the entire group is stated at 735,000 square miles; the population was estimated at 38,000,000 in 1905, 47,000,000 in 1917, and approximates 50,000,000 at the present time. The chief population, and therefore the chief commerce, is in the comparatively small island of Java with the extremely small island of Madura lying alongside. The population of Java and Madura was stated by the census of 1905 at 30,100,000, and was officially estimated at the end of 1917 at 34,157,000, suggesting a present total for Java and Madura alone of 35,000,000, or an average of about 700 per square mile for the entire

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Java-Madura area, their area being, in round terms, 50,000 square miles. Sumatra, which lies immediately west of Java and immediately south of Singapore is much larger than Java, its total area being about 157,000 square miles, or more than three times that of Java with Madura, but its population is less than one-seventh that of the smaller island of Java. It is, however, being rapidly developed and its prospects in india-rubber, tobacco, and cocoanuts are important. The section of Borneo claimed by the Dutch government has an area of about 200,000 square miles and a population of approximately 1,500,000, Celebes about 50,000 square miles and a population of approximately 2,000,000, and the Molucca islands a population of about a half million.

A very large proportion of the commerce of this great island group occurs with the island of Java, of which Batavia is the principal port but connected with all parts of the island by a railway line which now extends through nearly the entire length, at a distance about midway between the northern and southern coasts. Another important port, further east, lying on the northern coast of the island, as does also Batavia, is Soerabaya and at each of these ports The National City Bank of New Nork, through its International Banking Corporation, has branch banks which co-operate in the rapidly growing trade of the United States with Java, and in fact, with the Dutch East Indies as a whole. Batavia is about 10,000 miles from New York by way of the Suez Canal, and 13,000 by way of the Panama.

A very large proportion of the commerce of the Dutch East Indies originates in or is received by Java, though Sumatra is rapidly advancing in its producing power, especially in rubber and tobacco, which is of extremely high quality and used chiefly as cigar wrappers. The principal products of Java are rice (entirely consumed by the population), sugar (exported chiefly to the nearby Oriental countries—India, Hongkong, China and Japan), rubber, copra, cocoanut oil, tobacco, coffee, tea, cinchona and indigo. The chief mineral production is tin ore in the islands of Banca and Billiton, but recent discoveries of iron of a high grade in Celebes gives great promise. Petroleum is also produced in large quantities. Sugar is the most important of the articles for exportation since Java ranks third among the great producers of cane sugar, being exceeded only by Cuba (which sends its product chiefly to the United States), and India (which consumes all of its own product and imports considerable quantities from Java). Tea has become, in recent years, an article of very considerable importance

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in the production and exportation. Coffee production has undergone a marked change in recent years, the high-grade Arabian coffee formerly produced in the island having been greatly reduced by insect pests and climatic conditions, and replaced in very recent years by a newer grade designated as "Robusta," of which the production has rapidly increased, though the price which it commands in other markets is not equal to that of the former high-grade product.

The trade of the Dutch East Indies was, prior to the war, chiefly with the Mother Country which supplied most of the articles imported and took the bulk of the exports, redistributing them to other countries. The difficulties of transportation during the war changed all this, and the imports from the United States alone grew from $3,000,000 in the year preceding the war, to $45,000,000 in 1919, and are still continuing to increase in 1920. The imports from Japan were also greatly increased during the war period but have somewhat declined since its close. Our principal exports to the Dutch East Indies, as shown in detail in attached tables, included in the calendar year 1919 over $10,000,000 worth of iron and steel manufactures of various classes including steel rails, engines, railway supplies, steel bars and rods, tin plates, wire, pipes and fittings, and machinery, also cotton cloths, automobiles, illuminating and lubricating oils, boots and shoes and other manufactures of leather, naval stores, paper, soaps and condensed milk, as well as many other miscellaneous manufactures. Our own figures of imports from the Dutch East Indies were in 1920 $96,000,000 and the exports thereto $46,000,000.

Figures of the value of the trade of the Dutch East Indies presented in an official publication, the Yearbook of the Netherlands East Indies, prepared by the Division of Commerce of the Department of Agriculture, Industry and Commerce at Buitenzorg, Java, states the total imports in 1913 at 462,000,000 guilders (value of the guilder 40c. U. S. currency), and in 1918 537,000,000 guilders. The exports of 1913 are stated at 627,000,000 guilders and in 1918 676,000,000.

The Philippines

In the case of the Philippine Islands, the United States quite naturally enjoys a materially larger percentage of the trade than that of the other countries of the Far East, though the percentage which we are supplying of the imports of all of the Far Eastern countries has materially increased during the war period for reasons already discussed.

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The total area of the Philippines is 150,000 square miles, or about equal to the state of Arizona, with a population of approximately 10,000,000; their imports in 1919 averaged $107,000,000, and their exports $123,000,000. Sixty percent of the imports were drawn from the United States and 65 percent of the exports sent to the United States. Their imports from the United States practically doubled during the war period, from $27,000,000 in 1913 to $59,000,000 in 1918, and $65,000,000 in 1919. Meantime their imports from Japan grew from 3½ million dollars to 13 millions in 1918. Those from the United Kingdom declined from 5½ million dollars in 1913 to 2¾ millions in 1918. The imports from Spain fell from 1¼ million dollars in 1913 to less than one-half million in 1918 while the imports from China increased from $2,000,000 in 1913 to $7,500,000 in 1918, and from Australia the imports grew from 2½ million dollars in 1913 to 3¾ million in 1918. The exports increased even more rapidly than the imports, advancing from $48,000,000 in 1913 to $135,000,000 in 1918. Those to the United States advanced from $16,000,000 in 1913 to $89,000,000 in 1918. The principal imports of the islands are, in the order of relative importance, cotton goods $25,000,000, iron and steel products $10,000,000, rice $6,000,000, meat and dairy products $3,500,000, flour $2,650,000, automobiles $2,381,000, leather goods $1,890,000, and coal $1,875,000. This list represents very closely the class of merchandise drawn from the United States by the islands, except in the matter of rice, which they of course draw from their near-by Oriental neighbors, chiefly Siam and French Indo-China, for the people of the Philippines in recent years have developed the custom of devoting their attention to other lines of industry, agriculture and otherwise, and buying from other countries a considerable proportion of the rice which they consume. Cotton cloths, manufactures of iron and steel, petroleum, meat and dairy products, and, in fact, manufactures of all sorts are sent from the United States to the islands, which send in return cocoanut oil, copra, Manila hemp, and tobacco, including manufactures thereof.

The trade of the United States with the Philippines has grown from $5,000,000 in 1900 to $28,000,000 in 1910, $50,000,000 in 1914, jumping to $126,000,000 in the closing year of the war, 1918, and $144,000,000 in the fiscal year 1920, being thus thirty times as much in 1920 as in the year following the annexation of the islands by the United States, while prior to that time our total of trade with the

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islands was still less. The United States has, of course, enjoyed, since annexation, a much larger share of the trade of the islands than ever before, and also a much larger share than that with occurs in the trade with any other of the countries included in the Far Eastern group, our share of the merchandise imported into the Philippines having been in 1919 60%, and of their exports 65% were to the United States. While the number of articles which the islands send to us is comparatively limited, the number of articles which they take from the United States is extremely large, including practically all classes of manufactures, and foodstuffs in very considerable quantities. Details showing the principal articles forming the trade with the Philippines for a term of years appear on another page.

The principal port and business center, Manila, is 11,556 miles from New York by way of Suez, and 11,546 miles by way of Panama, but 9,192 miles passing by rail to Port Townsend, and thence by steamer by way of Yokohama, and 9,480 miles by land to San Francisco and thence by steamer by way of Yokohama.

The National City Bank, through its International Banking Corporation, maintains a branch at Manila in Luzon, the most northerly island of the group, also a branch at Cebu, in the Island of Cebu, another island of the Philippine group lying about 500 miles south of Manila.

Hongkong

HONGKONG is a British colony occupying an island just off the southeastern coast of China at the mouth of the Canton River, about 90 miles southeast of the city of Canton, the chief trading center of southern China. Hongkong has an area of 32 square miles but additional areas of territory on the mainland adjacent have been obtained by treaties with China, making the total area, including Hongkong and the adjacent territory under British control, 350 square miles, with a population of about 535,000, of which 13,500 are described as "non-Chinese", about one-half British and one-third Portuguese. Hongkong's importance lies in its harbor facilities for merchandise entering and leaving southern China and in the trading and banking of that section of China and the relation thereof to other parts of the Orient and other parts of the world. It is not in any considerable degree a manufacturing or producing section. The chief industries are cotton spinning, sugar refining, ship building and repairing, brewing, and the

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manufacture in a limited way of knit goods. It receives from various parts of the world merchandise consigned to that port but there placed on transports which move the merchandise up the Canton River to Canton as a great trade distributing center and also along the coasts of China, and in no inconsiderable degree also from Hongkong to adjacent islands and countries, including the Philippines, Korea, Japan, and in a less degree French Indo-China and the Dutch East Indies, while merchandise originating in that section of the world passes out of Hongkong to all countries both of the Far East and the more distant Occident. In shipping facilities, it holds high rank, the tonnage of vessels entering in clearing at Hongkong exceeding those of any other port of the Far East, standing in 1918 at 8,528,000 tons against 6,969,000 at Shanghai, 5,412,000 at Singapore, 5,023,000 at Kobe, and 3,332,000 at Yokohama. Indeed the tonnage of vessels entering the port of Hongkong is exceeded by only those of New York, Antwerp, and Hamburg, its total being greater than that entering the ports of Liverpool or London.

Statistics of imports and exports of Hongkong are only of recent date, no statement on this subject having been published prior to 1918. The compiler of its trade statistics states frankly that "Hongkong is essentially an entreport where merchandise from all parts of the world changes hands or ships or both." The Colony produces nothing, animal, vegetable, or mineral, of any account from a world-trade point of view. The total of Hongkong's 1919 imports is stated at $331,000,000, of which $85,000,000 was from the United States, $65,000,000 from French Indo-China, $60,000,000 from North China, $47,000,000 from Japan, and $25,000,000 from the United Kingdom, though it is proper to add that the large figures credited to the United States are due to the fact that gold and silver are included in the figures of imports and apparently form over one-half of the $85,000,000 accredited to this country. In fact, our own statement of exports of merchandise to Hongkong shows for the calendar year 1919 but $22,000,000, as their value on leaving at the ports of the United States, though their valuations at Hongkong were doubtless greatly increased by the costs of freight, insurance, etc., and presumably included in the valuation named on entering that port. The principal articles exported from the United States to Hongkong are cotton goods, iron and steel manufactures of all classes, machinery, tin plates, steel plates and sheets, illuminating and lubricating oils, tobacco,

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cigarettes, condensed milk, ginseng and automobiles. The chief articles imported into the United States from Hongkong are rice, pig tin, spices, hides and skins, silk and vegetables oils.

The distance from New York to the port of Hongkong is 11,610 miles by way of Suez, 11,431 by way of Panama, 9,277 by way of San Francisco (including rail and steamship) and 9,085 by way of Port Townsend. The National City Bank, through its International Banking Corporation, maintains a branch bank at Hongkong.

China

THE Republic of China, until a comparatively recent date the Chinese Empire, has an area bigger than that of any other country of the world, except that of Russia prior to the war; the area of China exceeding that of the United States, Canada, or Brazil, being stated at 4,278,000 square miles. The bulk of China's population, commerce and producing and consuming power lies, however, in that much smaller area known as "China Proper" or the Eighteen Provinces, situated at the extreme southeast of that great land mass, above referred to, and having an area of only 1,532,000 square miles. "China Proper" or the Eighteen Provinces, has, in fact, only about one-third of the area but more than nine-tenths of the population, and practically all the commerce of that great land mass designated as "China". The Encyclopedia Americana in its 1920 edition, describing the population of China Proper, or the Eighteen Provinces, remarks that "if the whole population of the United States and 40,000,000 more were crowded into the State of Texas, the density of population would be about equal to that of the Yang-tse Valley and the plain lying between the lower courses of the Yang-tse-kiang and the Hoang-ho."

"China Proper" consists of that compact land mass fronting on the Pacific and including the valleys of the Yang-tse-kiang and Hoang-ho rivers, and extending back along those streams to the mountain ranges about 1,000 miles from the sea coast.

China is essentially an agricultural country, the land being freehold, held by families on the payment of an annual tax. The holdings are generally small and the implements used primitive; irrigation is common and Chinese agriculture is intensive rather than extensive. Indeed, the Chinese have been referred to as gardeners rather than farmers.

Vegetable culture has reached a high state of perfection. Wheat,

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corn, millet, peas, and beans are chiefly cultivated in the north; rice, sugar, and indigo in the south. Treaties forbid the export of grain with the exception of the soya bean, which is chiefly produced in Manchuria.

Silk culture is one of the most successful industries of China, which is estimated to produce about 27% of the world's silk crop; tea is cultivated extensively in the west and south, and cotton in the central and southern parts of the country. Chinese production of cotton is variously estimated at from 3,000,000 to 6,000,000 bales per annum. Practically all the cotton and a very considerable proportion of her silk and tea, as well as all of the agricultural products, are consumed by her own people. Manufacture by factory processes is thus far of comparatively small importance and the hand trades still flourish, and include manufacture by crude machiney operated by both men and women. Estimates made a few years ago indicated that two-thirds of the cotton goods worn in China were at that time manufactured by hand labor, though several modern cotton mills have been established in China since that time and large quantities of cotton goods also sent into China from Japan, which has practically supplanted the United States in the cotton goods markets of China.

The silk industry engages the attention of many millions of people in the production and care of the mulberry trees, whose leaves form the food of the silk worm, and from this on to the finished product, which, according to a high authority, "is much heavier than the Italian silk and preferred in fabrics requiring lustre and firmness." The mulberry tree, which furnishes the food for the silk worm, is planted in rows often along the banks of the canals, and it is not allowed to exceed from 4 to 6 feet in height. The mulberry and silk worm farms are small and generally worked by the farmer and his family.

In minerals and metals nature has given to China extremely liberal supplies, which await the combination of capital and transportation on the one hand, with the great masses of native labor on the other, and when these capital and transportation facilities are supplied, in combination with native labor, China will be one of the great manufacturing countries of the world, as Japan has already become, despite the fact that Japan has far less quantities of either iron or coal than China. In fact, China's coal "reserve" exceeds that of any country of the world except the United States and Canada, our own "reserve"

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being estimated by geological authorities at 4,231,000,000,000 tons, Canada 1,361,000,000,000 tons, and China 1,097,000,000,000, though the proportion of China's supply, which is classed as anthracite, is much larger than that of the United States. In addition to this she has ample iron supplies lying, in many cases, in close conjunction with coal, especially in the anthracite field of Shansi, while in addition to the great supplies of coal and iron, considerable quantities of copper, tin, and antimony are found, the Yunnan Province being stated by a high authority as "one of the richest copper districts of the world."

Transportation facilities are still extremely unsatisfactory, except as to that upon the rivers and along the coasts, especially the Yang-tse-kiang. The lower regions of the Yang-tse-kiang and the Hoang-ho are connected by the Grand Canal, one of the very early and extremely successful engineering and transportation projects of China, for the further development and modernization of which a contract has recently been signed with an American firm, while smaller canals throughout the country prove of great assistance to transportation. The highways are in a large part only suited to movements of freight by hand propelled vehicles, including wheelbarrows, though these may in time prove the basis of roadways for the automobiles for both passengers and freight now being slowly introduced into China.

The railways of China, which made slow development from their introduction in 1876 to the early part of the present century, have made material progress through the adoption of a system by which construction by foreign capital was permitted with the requirement that they should revert to the government at the end of a fixed period. The total length of railways now open to traffic in China—all in China Proper, except about 2,000 miles in Manchuria—is about 6,000 miles, and about 2,500 miles additional are under construction. These railroads as a rule run north and south, one important line extending southward from Peking, the capital, to Hankow, with plans for its further extension to Canton; another extends to the northeast from Peking, Tientsin and Port Arthur through Manchuria to connect with the Trans-Siberian route, while still other lines extend westwardly from the Pacific frontage at Shanghai, Kiao-Chow and Tientsin with a purpose of connecting the waterfront with the great lines stretching southward from Peking.

The commerce of China has grown from $190,000,000 in 1870 to $220,000,000 in 1880, $270,000,000 in 1890; and a little less than

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$300,000,000 in 1900 to $275,000,000 in 1913, and $1,250,000,000 in 1918. Her imports are in nearly all cases somewhat in excess of her exports. Our own share in her trade has greatly increased during the war. In 1913 she took of her imports only 6% from the United States and sent to us only 9% of her exports, while in 1918 she took over 10% of her greatly enlarged imports from the United States and sent to us 16% of her exports.

Our own exports to China which have grown from $15,000,000 in 1900 to $24,700,000 in the fiscal year 1914, all of which preceded the war, advanced rapidly during the war period, reaching $37,200,000 in 1917, $43,500,000 in 1918, $83,000,000 in 1919, and were in the fiscal year 1920 (all of which followed the war), $119,000,000, while our imports from China advanced from $39,000,000 in 1914 to $105,000,000 in 1917, and $227,000,000 in the fiscal year 1920. It will thus be observed that the figures of our trade with China during the war period show very large gains, a part of this being of course due to higher valuations of the merchandise, but in large part due to increased quantities.

The principal cities of China are Shanghai, Canton, Peking, Hankow, Harbin and Tientsin, at each of which The National City Bank of New York, through its International Banking Corporation, maintains a branch bank, as it does also at Hongkong and at Tsingtau, the chief city and port of the former German colony of Kaio Chou, now under Japanese Control.

Shanghai is 12,360 miles distant from New York by way of Suez, 10,855 miles by way of Panama, and 8,741 miles by way of San Francisco.

Japan

JAPAN, which consists of a group of islands lying off the eastern coast of Eurasia just as the islands forming the United Kingdom lie off the western coast of Eurasia, has an area of 146,000 square miles, while the United Kingdom has an area of 121,000 square miles. The population of Japan is 58,000,000, and that of the United Kingdom 46,000,000.

The Japanese Empire comprises five principal islands, Honshiu (mainland), or Hondo, with an area of 87,000 square miles, and a population of about 40,000,000; Shikoku with an area of 7,000 square miles, and a population of 4,000,000, lying south of the western part

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of Honshiu; Kiushiu with an area of 16,000 square miles and a population of 9,000,000, adjacent to the southwestern end of Honshiu; Yezo, with an area of 35,000 square miles, lying north of Honshiu; and Formosa with an area of 13,000 square miles which lies further south, off the coast of China, Korea, or Chosen as it is now known, has been under Japanese control since 1910.

The latest official figures (1918) on the population of Japan as a whole, show a total of 57,000,000, exclusive of Formosa (3,650,000), and Chosen (Korea) (17,000,000), making an estimated total for Japan, Formosa, and Chosen at the beginning of 1918 of 77,650,000. Notwithstanding the fact that the interior of the islands consists in many cases of mountains of a considerable elevation, the density of population for Japan proper, exclusive of Formosa and Chosen, is about 392 per square mile, and in certain of the more densely inhabited sections materially greater. About three-fifths of the arable land is cultivated by peasant proprietors and the remaining proportion of it by tenants. Of the cultivated land about 7,500,000 acres are devoted to rice, and about 4,000,000 acres to wheat, barley, and rye. Fishing is an extremely important industry of Japan, the waters on the various frontages supplying unlimited quantities of fish which is the principal food, other than rice, of the population. The number of persons engaged in the fisheries industry is stated at over 3,000,000, and the value of the product $40,000,000 per annum.

The growth in the manufacturing industries has been very rapid in recent years and this has resulted in Japan (as in the United States) in the transfer of a very considerable element of the population from the agricultural sections to the manufacturing cities and towns. Rice and other grains above mentioned, tea, and the rearing of silk worms occupy the chief attention of the rural element of the population. The latest industrial census, taken at the end of 1916, shows 19,299 factories (employing more than 10 workers each) with about 1,100,000 employes. The value of the woven goods turned out in 1916, the latest available figure, is stated at $282,000,000, of which $152,000,000 were cotton, $80,000,000 silk, and $25,000,000 woolen goods. Paper, leather goods, matting, earthenware, matches and knit goods are also important factors in the manufacturing industries. Doubtless the figures of the value of the product at the present time in these various lines are far in excess of those officially named in 1916.

Transportation facilities in Japan are good as compared with those

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in China. Railway systems extend throughout the principal islands which connect their interiors, and especially manufacturing centers, with the principal commercial ports. The length of railways in Japan is about 8,000 miles, an average of 53 miles for each 1,000 square miles of territory, while in China proper and Manchuria the length of railways is less than 5 miles per each 1,000 square miles of area.

As a consequence of these conditions of great manufacturing industries, coupled with modern rail and steamship transportation facilities, the foreign commerce of Japan is large in proportion to its population, the total imports averaging in 1918, $14.25 per capita as against $2.12 per capita in China, and slightly less than $2.00 per capita in British India, while the exports of Japan were in 1918 at the rate of $16.58 per capita against less than $2.00 per capita in the case of China and $2.50 per capita in the case of British India.

The total commerce of Japan grew from $125,000,000 in 1890 to $245,000,000 in 1910, $680,000,000 in 1913, $1,810,000,000 in 1918, and $2,130,000,000 in 1919. The imports and exports prior to the war were pretty closely balanced but the exports exceeded imports in each year of the war period. The figures for 1913 show imports $363,000,000, and exports $315,000,000, but in 1918 the imports were $831,000,000, and the exports $978,000,000, in 1919 the imports were $1,080,000,000, and the exports $1,047,000,000.

The trade of Japan with the United States, as has been already indicated, has grown very rapidly, especially during the war period. Our total exports to Japan, which were $29,000,000 in our fiscal year 1900, and $51,000,000 in 1914, advanced to $130,000,000 in 1917, $268,000,000 in 1918, $326,000,000 in the fiscal year 1919, and $453,000,000 in the fiscal year 1920. The increasing share of the United States in the trade of Japan is illustrated by the fact that her own official figures show that the share of her imports drawn from the United States in 1913 was 16.8% and in 1918 37.5% of the greatly increased total while of her exports of 1913 she sent 29.2% to the United States, and in 1918 27.2% to the United States.

Our imports from Japan increased from $285,000,000 in 1918 to $527,000,000 in 1920.

Japan, like the other Far Eastern countries, materially decreased her imports from Europe during the war, her imports from the United Kingdom falling from $61,000,000 in 1913 to $33,000,000 in 1918, while those from Germany fell from $34,000,000 to less than $2,000,-

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000. From her Oriental neighbors, however, she increased her imports, those from China from $35,000,000 to $140,000,000; those from India $87,000,000 to $134,000,000. In exports, however, she made greater gains than did most others of the Far Eastern countries, her exports to Great Britain having grown from $17,000,000 to $71,000,000, to France from $30,000,000 to $71,000,000, to China from $77,000,000 to $179,000,000, and to India from $15,000,000 to $101,000,000, while to the United States her own figures show an increase from $92,000,000 in 1913 to $285,000,000 in 1918 and $527,000,000 in 1920.

The classes of merchandise forming the trade between the United States and Japan are shown in the tables which follow this text discussion. The principal articles imported by us from Japan are raw silk, of which the total from Japan alone in the fiscal year 1920 were $328,000,000 as against less than $150,000,000 in the immediately preceding year, vegetable oils, soya beans, and peanuts for use of manufacture of oils, tea, rice, gums, especially camphor, chinaware, matting, matches and furs. Our own exports to Japan include raw cotton, lumber, leather, chemicals, automobiles, mineral oils and manufactures of all classes, but especially those of iron and steel for which the demand has been very great during the war. The demand for our iron and steel manufactures in Japan is illustrated by the fact that over $30,000,000 worth of steel plates, $10,000,000 worth of steel sheets, $10,000,000 of tin plates, and $28,000,000 worth of bars or rods of steel were included in our record of exports to Japan in the fiscal year 1918; while her demands upon the United States for machinery of all sorts is illustrated by the fact that representatives of her cotton industries, unable to purchase the new machinery which they desire for their factories, bought several cotton mills in the United States and shipped the machinery to Japan for use in their cotton mills in that country, in conjunction with native labor supplies, utilizing in most cases raw cotton, sent from the United States and India.

The principal cities of Japan are Tokyo with a population of 2,250,000; Osaka 1,500,000; Kyoto 550,000; Kobe 500,000; and Yokohama with a population of 450,000. The National City Bank of New York through its International Banking Corporation maintains a branch bank at Yokohama and at Kobe.

The distance from New York to Yokohama is, by way of Panama

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and thence across the Pacific, about 10,000 miles, and across the continent and from San Francisco by steamer 7,727 miles.

Chosen (Korea)

"CHOSEN", the original title of the area occupying the peninsula lying between Japan and the eastern front of Asia, subsequently known as "Korea", is again, since its annexation by Japan in 1910, designated by the Japanese Government and by geographers generally as "Chosen". Its estimated area is about 84,000 square miles, with a population of 17,000,000, of which about 20,000 are foreign residents, chiefly Chinese, but including 600 Americans. It is entirely an agricultural country, though the cultivated area of 8,000,000 acres is tilled by primitive methods, and the means of communication are few and difficult, though improvements are fast being made in this respect. The chief crops are rice, beans, wheat and other grains.

The trade of Chosen, conducted under the immediate supervision of Japan, has grown rapidly in recent years, the imports having grown from $20,000,000 in 1910 to $35,000,000 in 1913, $51,000,000 in 1917, suddenly increasing to $80,000,000 in 1918, and $150,000,000 in 1919. The exports grew from $15,000,000 in 1913 to $41,000,000 in 1917, $80,000,000 in 1918, and $125,000,000 in 1919. Of the $150,000,000 of imports of 1919 about $12,000,000 were stated as from the United States. Our own figures of exports to Chosen show a total of slightly less than $1,000,000 in 1910, $1,175,000 in 1913, $1,826,000 in 1918, and $3,330,000 in 1919. The exports to Chosen are chiefly manfactures, especially of iron and steel, also, in limited quantities, automobiles, boots and shoes, chemicals, illuminating oil, and condensed milk.

The chief city is Seoul, the capital, which lies in the interior connected by rail with the port of Chemulpo on the western frontage. It is also the principal city on the railway line which extends through the entire length of the peninsula from the port of Fusan at the south to Antung, a point at which the railway passes into China at the northwestern boundary of Chosen. Fusan is a port of very considerable importance, especially by reason of the fact that traffic between the railroad systems of Japan and the peninsula enters or leaves Chosen at this port. The extreme northeastern point of Chosen lies within less than 100 miles of Vladivostok.

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Eastern Siberia

THIS discussion of the trade of the Far East would not be complete without a reference to that section of Eastern Siberia now designated the Far Eastern Republic, which includes the Siberian provinces of Trans-Baikal, lying immediately east of Lake Baikal; Amur, which lies just east of Trans-Baikal and north of the Amur River; and the Maritime Province, which lies east of Amur and, fronting on the Pacific, stretches northward from Vladivostok along the eastern frontage of Siberia. The section thus includes the Trans-Siberian railway, running eastwardly from Lake Baikal through these provinces to Vladivostok, as well as the Amur River, which is navigable for steam craft of light draught a distance of 1,600 miles from the Pacific frontage. The fact that the section includes the great port of Vladivostok, rail and river transportation, a fertile soil, and about 2,000,000 industrious people, suggests for an important industrial and commercial future.

Russia's imports from her Asiatic frontage, chiefly through Vladivostok, averaged about $70,000,000 a year prior to the war, but were running at the rate of $500,000,000 per annum at the termination of her participation in the war, and while but little, if any, of this originated in the area now under discussion, the fact that it was originally landed in Vladivostok and transported by the railway line, suggests great possibilities, industrially, commercially, and financially.

Vladivostok, the chief port of the Far Eastern Republic, is of especial importance by reason of its being the Pacific coast terminus of the great Trans-Siberian railway and also by reason of its excellent harbor and port facilities. It stands on the Bay of Peter the Great with a spacious harbor, ice-free for nine months of the year, while its position as eastern terminus of the Trans-Siberian railway adds greatly to its importance, and in recent years steamship communication with northern Siberian ports have been established. It has a population of about 100,000, natives of Siberia, Russians, Chinese, Japanese and Koreans.

Very large quantities of merchandise intended for use in European Russia were landed at this port during the war and very considerable quantities since the war for transportation by the Trans-Siberian road. The United States alone exported to "Asiatic Russia" $300,000,000 worth of merchandise during Russia's participation in the war, most of it entering at the port of Vladivostok, to say nothing of the large

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quantities also entering that port from other countries, especially Japan; while our exports to Asiatic Russia declined to about $8,000,000 in the year following the termination of Russia's participation in the war, but again advanced to $55,000,000 in the calendar year 1919, which was marked by military activities in the area served by the Trans-Siberian road and through the port of Vladivostok.

In the opening months of 1920, however, following the termination of the 1919 military activities of that section, the exports to Vladivostok from the United States dropped to the approximately normal figure of about $1,000,000 per month. Vladivostok, as noted in the paragraph which relates to Chosen, is within less than 100 miles of the northeastern corner of Chosen and connected by steamship lines with the ports of Chosen, Japan, China, and thence across the Pacific to western ports of the United States. The distance from New York to Vladivostok is 10,000 miles by way of Panama and 8,000 miles by way of San Francisco. Very recent reports indicate that Japan, now in military control of Vladivostok and adjacent territory, is planning to establish a new port immediately south of Vladivostok at a point reported as free from ice at all seasons of the year.

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Trade of Principal Far Eastern Countries and Share Thereof with the United States

[MILLIONS OF DOLLARS]

	IMPORTS						EXPORTS					
	1913		1916		1919		1913		1916		1919	
	Total	Per cent from U. S.	Total	Per cent from U. S.	Total	Per cent from U. S.	Total	Per cent to U. S.	Total	Per cent to U. S.	Total	Per cent to U. S.
British India . .	$522.4	3.2	$426.1	5.9	$548.4	9.6	$782.4	7.8	$624.6	11.0	$776.4	13.9
Borneo	3.1	....	2.4	....	*3.0	....	4.2	....	4.9	....	5.0	....
Ceylon	60.4	.1	68.6	3.8	*57.7	1.9	75.6	16.7	96.5	28.1	69.1	18.1
China	427.4	6.0	427.8	10.4	647.0	17.0	294.0	9.3	399.1	14.9	630.8	16.0
Chosen	35.6	11.0	37.1	8.8	*78.8	6.5	15.4	.3	28.3	1.7	76.8	.1
Dutch East Ind .	176.0	2.1	179.4	5.7	296.3	....	249.4	2.1	349.0	9.8	866.9	....
French Ind. China..	45.3	1.3	64.6	....	*72.1	....	55.1	.7	75.5	....	**83.0	....
Hongkong	no data	....	no data	....	*331.2	26.1	no data	....	no data	....	427.0	10.0
Japan	363.3	16.8	377.1	26.9	1,083.5	35.2	315.0	29.2	556.7	30.4	1,046.3	39.4
Malay Fed. Sts....	47.8	....	39.5	....	*42.4	....	84.1	....	124.9	....	126.6	....
Philippine Islands	56.3	45.5	46.0	51.8	107.8	60.0	53.7	37.2	61.5	46.9	122.7	64.6
Siam	28.2	2.6	27.9	4.1	36.6	6.8	30.3	.2	39.2	.3	59.7	.3
Straits Settlements	258.0	1.6	301.0	2.3	*340.1	3.1	211.8	12.1	277.1	27.5	360.0	27.0
Total	$2,023.8		$1,997.5		$3,644.9		$2,171.0		$2,637.3		$4,650.3	

* 1918 ** 1917, latest available.

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Trade of the United States with the Far East

1910 TO 1920 (FISCAL YEAR)

JAPAN

YEAR	IMPORTS INTO U. S. FROM	EXPORTS FROM U. S. TO
1910	$66,398,761	$21,959,310
1911	78,527,496	36,721,409
1912	80,607,469	53,478,046
1913	91,633,240	57,741,615
1914	107,355,897	51,205,520
1915	98,882,638	41,517,780
1916	147,644,228	74,470,931
1917	208,127,478	130,427,061
1918	284,945,439	267,641,212
1919	303,993,041	326,462,269
1920	527,220,867	453,147,063

CHINA

YEAR	IMPORTS INTO U. S. FROM	EXPORTS FROM U. S. TO
1910	29,990,370	16,320,612
1911	34,227,503	19,287,836
1912	29,573,732	24,361,199
1913	39,010,800	21,326,834
1914	39,382,978	24,698,734
1915	40,156,139	16,402,475
1916	71,655,045	25,131,459
1917	105,905,531	37,195,608
1918	116,644,981	43,476,623
1919	105,762,859	82,992,495
1920	226,887,848	119,143,824

CHOSEN

YEAR	IMPORTS INTO U. S. FROM	EXPORTS FROM U. S. TO
1910	$ 20,176	$ 442,066
1911	245,551	1,144,583
1912	193,228	1,123,159
1913	5,133	1,370,926
1914	8,121	1,266,263
1915	8,753	1,188,444
1916	64,487	675,454
1917	301,223	2,083,314
1918	10,082	1,068,735
1919	298,973	3,411,371
1920	241,156	3,172,042

HONGKONG

YEAR	IMPORTS INTO U. S. FROM	EXPORTS FROM U. S. TO
1910	2,331,773	6,467,165
1911	2,718,315	7,756,138
1912	3,114,691	10,333,543
1913	4,019,532	10,431,049
1914	3,085,840	10,696,214
1915	2,044,589	8,185,315
1916	5,401,174	12,008,975
1917	7,512,396	14,224,275
1918	18,086,274	20,275,638
1919	26,066,355	24,721,067
1920	36,824,623	22,511,916

STRAITS SETTLEMENTS

YEAR	IMPORTS INTO U. S. FROM	EXPORTS FROM U. S. TO
1910	18,654,702	1,709,045
1911	19,958,513	2,143,242
1912	22,493,645	2,735,746
1913	35,712,185	3,606,901
1914	26,307,860	4,184,674
1915	24,989,878	3,845,765
1916	82,114,598	4,583,318
1917	89,984,946	7,734,439
1918	159,188,127	8,810,297
1919	137,576,918	12,200,452
1920	188,282,632	14,874,690

BRITISH INDIA

YEAR	IMPORTS INTO U. S. FROM	EXPORTS FROM U. S. TO
1910	$45,300,268	$ 7,581,233
1911	43,952,047	9,414,203
1912	50,948,901	15,628,059
1913	67,949,259	11,040,039
1914	73,620,880	10,854,591
1915	51,982,703	11,696,094
1916	71,745,626	19,297,016
1917	102,106,682	28,373,145
1918	105,277,743	42,395,622
1919	125,471,468	50,501,740
1920	178,951,533	79,143,036

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Trade of the United States with Far East—*Cont.*

1910 TO 1920 (FISCAL YEAR)

RUSSIA-ASIATIC

YEAR	IMPORTS INTO U. S. FROM	EXPORTS FROM U. S. TO
1910	1,181,058	1,039,881
1911	1,199,298	1,179,782
1912	1,443,577	1,206,828
1913	2,356,527	1,101,419
1914	2,488,973	1,214,506
1915	881,659	23,353,151
1916	2,302,858	131,111,792
1917	4,018,169	130,300,542
1918	3,649,663	34,718,541
1919	2,736,841	41,455,457
1920	12,399,883	31,572,088

FRENCH EAST INDIES

YEAR	IMPORTS INTO U. S. FROM	EXPORTS FROM U. S. TO
1910	.....	174,882
1911	87	255,944
1912	4,589	140,180
1913	.....	484,881
1914	.....	161,234
1915	.....	18,911
1916	60,030	17,235
1917	.....	117,060
1918	332	316,790
1919	492,950	1,368,923
1920	3,402,214	2,086,609

DUTCH EAST INDIES

YEAR	IMPORTS INTO U. S. FROM	EXPORTS FROM U. S. TO
1910	10,651,935	2,241,225
1911	9,934,163	3,213,598
1912	13,825,506	3,209,067
1913	6,221,954	3,151,693
1914	5,334,361	3,676,895
1915	9,245,784	2,771,779
1916	27,716,589	7,401,026
1917	62,011,236	21,194,275
1918	79,314,233	19,777,504
1919	71,036,606	44,845,561
1920	95,801,266	45,647,245

SIAM

YEAR	IMPORTS INTO U. S. FROM	EXPORTS FROM U. S. TO
1910	125,882	286,200
1911	75,306	370,348
1912	85,166	428,035
1913	116,565	485,058
1914	146,545	836,870
1915	242,391	619,707
1916	237,250	774,956
1917	109,442	1,127,709
1918	156,981	1,148,484
1919	173,231	2,113,851
1920	337,950	1,450,479

PHILIPPINE ISLANDS

YEAR	IMPORTS INTO U. S. FROM	EXPORTS FROM U. S. TO
1910	17,317,897	16,832,645
1911	17,400,398	19,723,113
1912	23,257,199	23,736,133
1913	21,010,248	25,384,793
1914	18,162,312	27,304,587
1915	24,020,169	24,755,320
1916	28,232,249	23,421,172
1917	42,436,247	27,206,612
1918	78,101,412	48,425,088
1919	82,490,760	69,291,477
1920	72,962,140	71,009,094

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Principal Articles Forming the Trade of the United States with the Far Eastern Countries

PRINCIPAL IMPORTS INTO UNITED STATES FROM JAPAN

	Fiscal Year 1918		Calendar Year 1919	
	QUANTITY	VALUE	QUANTITY	VALUE
Silk, raw . . . . . lbs.	28,645,529	$153,740,623	33,726,581	$256,113,971
Silk, waste . . . . . lbs.	4,337,760	3,999,424	3,540,000	5,223,000
Antimony, Matte, Regulus . . lbs.	15,430,505	1,917,454	2,954,000	159,000
Rice, uncleaned . . . . . lbs.	62,009,763	2,547,945	27,851,000	2,144,000
Rice, cleaned . . . . . lbs.	126,421,422	4,266,151	1,051,000	66,000
Camphor, crude and refined . . lbs.	4,337,695	2,018,306	2,405,000	4,304,000
China, decorated, etc.	.....	2,211,072	.....	1,827,000
Oils, cocoanut . . . . . lbs.	59,256,558	6,930,654	14,903,000	1,845,000
Oils, soya bean . . . . . lbs.	86,830,583	8,255,001	84,218,232	10,517,303
Starch . . . . . lbs.	21,806,975	1,494,131	1,463,000	102,000
Tea . . . . . lbs.	52,996,471	9,511,283	39,959,916	10,219,053

PRINCIPAL EXPORTS FROM UNITED STATES TO JAPAN

	Fiscal Year 1918		Calendar Year 1919	
	QUANTITY	VALUE	QUANTITY	VALUE
Cotton, raw . . . . . bales	575,882	$86,903,734	873,395	$149,716,218
Automobile, passenger . . . . no.	2,139	2,040,897	2,805	2,890,000
Iron and steel, bar iron . . . . lbs.	21,223,690	1,095,431	25,287,000	1,067,000
Iron and steel, wire rods . . . lbs.	65,532,922	3,173,036	71,858,000	2,731,000
Iron and steel, all other steel bars lbs.	475,317,447	25,735,399	328,880,000	11,218,000
Metal-working machinery.	.....	1,249,660	.. ..	5,383,184
Sewing Machines	.....	754,700	.....	1,815,063
Wire nails . . . . . lbs.	36,381,442	1,935,109	36,324,064	1,804,514
Cast pipes and fittings . . . . lbs.	24,905,861	1,141,897	2,715,786	166,685
Wrought pipes and fittings . . lbs.	46,921,198	3,396,619	57,926,988	3,877,656
Rails of steel . . . . . tons	106,940	6,653,272	152,997	9,621,479
Iron sheets and plates . . . . lbs.	17,465,171	1,441,504	21,637,000	1,237,000
Steel plates . . . . . lbs.	359,416,978	30,356,176	545,851,094	19,657,459
Steel sheets . . . . . lbs.	115,276,790	10,045,768	85,385,782	5,142,462
Structural iron and steel . . . tons	42,562	5,801,081	49,920	4,360,251
Tin plates . . . . . lbs.	80,687,859	10,478,686	101,839,517	8,380,041
Condensed milk . . . . . lbs.	6,192,196	904,287	4,123,127	647,936
Oil, illuminating . . . . . gals.	16,442,427	1,585,114	31,699,727	3,258,157
Oil, lubricating . . . . . gals.	6,378,988	1,587,722	4,164,707	1,335,981
Wire . . . . . lbs.	53,817,137	3,385,450	59,583,379	3,360,423

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Principal Articles Forming the Trade of the United States with the Far Eastern Countries—*Cont.*

PRINCIPAL IMPORTS INTO UNITED STATES FROM STRAITS SETTLEMENTS

		Fiscal Year 1918	
		QUANTITY	VALUE
Farinaceous substances (sago, tapioca, etc)		.....	$ 2,275,763
Gums (copal, kauri and damar)	lbs.	10,307,444	857,491
Gums (cambier or terra japonica)	lbs.	6,538,124	670,596
Cocoanut meat, broken, not shredded	lbs.	17,039,945	1,024,927
Cocoanut meat, shredded	lbs.	1,300,116	117,086
Hides and skins (except fur skins)		.....	163,073
India-rubber (gutta-joolatong) unmfr.	lbs.	12,847,916	731,730
India-rubber, unmanufactured	lbs.	221,389,870	117,901,120
Spices, pepper, unground	lbs.	17,585,305	2,787,278
Tin, bars, blocks, pigs	lbs.	56,188,015	29,334,779
Rattans and reeds	lbs.	.....	1,508,712

PRINCIPAL EXPORTS FROM UNITED STATES TO STRAITS SETTLEMENTS

		Fiscal Year 1918	
		QUANTITY	VALUE
Bars or rods of steel	lbs.	5,953,945	$ 327,145
Iron and steel, hoop, band and scroll	lbs.	3,213,196	329,523
Wire nails	lbs.	5,819,299	312,274
Tin plates, terneplates, etc.	lbs.	10,332,919	947,361
Barbed wire	lbs.	1,965,346	102,758
All other wire	lbs.	1,723,533	119,788
Milk, condensed and evaporated	lbs.	9,982,269	1,641,809
Cigarettes	M	773,024	1,056,503

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Principal Articles Forming the Trade of the United States with the Far Eastern Countries—*Cont.*

PRINCIPAL IMPORTS INTO THE UNITED STATES FROM CHINA

	Fiscal Year 1918		Calendar Year 1919	
	QUANTITY	VALUE	QUANTITY	VALUE
Antimony, Matte, Regulus, etc. lbs.	11,352,167	$ 1,328,868	7,848,000	$ 460,000
Rice, cleaned . . . . . lbs.	115,273,999	3,950,504	.....	.....
Rice flour, meal and broken rice lbs.	16,865,955	464,614	.....	.....
Bristles, sorted, bunched, etc . lbs.	2,856,776	2,555,730	2,721,000	2,818,000
Cotton, unmanufactured . . . lbs.	21,899,516	5,304,448	8,950,709	2,224,247
Silk, raw . . . . . lbs.	6,180,480	29,216,586	9,099,492	54,475,749
Silk, waste . . . . . lbs.	3,569,978	2,568,026	no data*	no data*
Wool, class 1, clothing (free) . lbs.	13,226,755	4,160,050	9,366,219	3,189,384
Wool, class 3, carpet (free) . . lbs.	24,432,434	7,205,509	28,996,327	9,438,906
Tea . . . . . lbs.	21,082,866	4,361,537	10,557,985	2,730,103

PRINCIPAL EXPORTS FROM THE UNITED STATES TO CHINA

	Fiscal Year 1918		Calendar Year 1919	
	QUANTITY	VALUE	QUANTITY	VALUE
Cotton cloths, bleached and unbleached . . . . . yds.	6,965,548	$ 941,108	26,716,853	$ 4,406,921
Steam locomotives . . . . . no.	22	292,475	48	2,406,692
Wire nails . . . . . lbs.	20,607,294	1,068,822	20,255,210	943,077
Pipes and fittings . . . . . lbs.	6,150,629	461,010	7,698,426	665,129
Steel plates . . . . . lbs.	18,872,498	1,486,216	47,440,865	1,730,092
Steel sheets . . . . . lbs.	7,913,894	660,223	8,035,299	448,812
Tin plates, terneplates, etc. . . lbs.	14,302,220	1,428,545	37,966,278	3,021,392
Milk, condensed and evaporated lbs.	3,666,776	575,120	5,555,679	800,445
Oil, illuminating . . . . . gals.	40,642,901	2,881,733	164,366,046	16,669,857
Oil, lubricating . . . . . gals.	2,828,562	564,844	5,503,213	1,444,852
Tobacco, leaf . . . . . lbs.	7,959,312	2,584,731	14,558,402	6,328,365
Cigarettes . . . . . M.	5,393,371	9,339,526	6,191,765	10,112,682
Cotton, raw . . . . . lbs.	2,186,998	600,643	5,814,196	1,786,276

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Principal Articles Forming the Trade of the United States with the Far Eastern Countries—*Cont.*

PRINCIPAL IMPORTS INTO UNITED STATES FROM HONGKONG

	Fiscal Year 1918	
	QUANTITY	VALUE
Rice, cleaned . . . . . lbs.	92,440,497	$3,332,618
Rice flour, broken rice . . . . . lbs.	23,394,767	733,338
Art works	.....	51,045
Beads and bead ornaments	.....	18,197
Farinaceous substances (sago, tapioca, etc.)	.....	57,692
Bristles, sorted, bunched or prepared . . . . . lbs.	162,053	236,576
Chemicals, drugs, dyes	.....	139,674
China, porcelain (decorated)	.....	86,994
Feathers and downs, not dressed	.....	125,866
Fibers and textile grasses (unmanufactured) . . . . . tons	1,054	376,067
Peanuts, shelled . . . . . lbs.	7,910,520	500,768
Tin-bars, blocks, pigs, etc. . . . . lbs.	13,523,832	7,769,260

PRINCIPAL EXPORTS FROM UNITED STATES TO HONGKONG

	Fiscal Year 1918	
	QUANTITY	VALUE
Bars or rods of steel . . . . . lbs.	34,975,825	$1,812,318
Iron and steel, wire nails . . . . . lbs.	10,020,552	578,212
Steel plates . . . . . lbs.	30,252,849	2,658,264
Tin plates, terneplates, etc. . . . . lbs.	23,182,552	2,206,662
Milk, condensed and evaporated . . . . . lbs.	5,515,114	855,216
Oil, illuminating . . . . . gals.	8,054,286	588,395
Tobacco, leaf . . . . . lbs.	5,277,665	1,957,776

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Principal Articles Forming the Trade of the United States with the Far Eastern Countries—*Cont.*

PRINCIPAL IMPORTS INTO UNITED STATES FROM DUTCH EAST INDIES

	Fiscal Year 1918		Calendar Year 1919	
	QUANTITY	VALUE	QUANTITY	VALUE
Coffee . . . . . lbs.	4,687,538	$ 739,838	56,312,793	$10,084,109
Sisal Grass . . . . . tons	8,664	2,420,848	2,268	666,000
India-rubber . . . . . lbs.	53,663,857	30,504,525	61,260,330	24,600,493
Cocoanut oil . . . . . lbs.	39,422,251	5,016,509	37,451,000	4,514,000
Spices—black or white pepper . lbs.	17,680,196	2,674,288	17,794,000	2,739,000
Tin, bars, blocks, pigs, etc . . lbs.	23,261,863	11,528,237	5,049,843	2,500,797
Calf skins . . . . . lbs.	1,537,046	949,021	4,761,533	3,574,111
Hides and skins, goat skins . . lbs.	1,866,771	1,399,857	1,898,196	2,722,658
Tea . . . . . lbs.	29,623,859	5,614,671	9,611,217	1,776,834
Tobacco, leaf . . . . . lbs.	3,890,236	4,400,543	6,504,615	9,087,114
Cocoanut meat . . . . . lbs.	45,327,117	2,445,362	13,522,592	827,544

PRINCIPAL EXPORTS FROM UNITED STATES TO DUTCH EAST INDIES

	Fiscal Year 1918		Calendar Year 1919	
	QUANTITY	VALUE	QUANTITY	VALUE
Automobiles, passenger . . . . no.	1,272	$1,302,800	1,820	$2,377,241
Wire nails . . . . . lbs.	12,325,393	578,447	12,963,306	754,263
Wrought pipes and fittings . . lbs.	7,459,225	515,087	43,008,963	2,796,163
Galv. iron and steel sheets . . lbs.	7,926,834	702,297	3,856,163	262,953
Steel sheets . . . . . lbs.	5,788,324	400,591	11,761,976	728,374
Tin plates, terneplates, etc. . . lbs.	7,258,226	805,953	4,866,166	445,713
Rosin . . . . . bbls.	27,628	223,092	26,739	459,998
Oil, illuminating. . . . . gals.	5,377,120	635,289	11,870,050	2,165,567
Oil, lubricating . . . . . gals.	2,701,713	381,948	2,363,923	630,164

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Principal Articles Forming the Trade of the United States with the Far Eastern Countries—*Cont.*

PRINCIPAL EXPORTS FROM UNITED STATES TO CHOSEN

	Fiscal Year 1918	
	QUANTITY	VALUE
Bars or rods of steel . . . . . lbs.	415,705	$ 23,603
Air compressing machines	.....	14,542
Structural iron and steel . . . . . tons	156	28,600
Sole leather . . . . . lbs.	22,167	10,336
Men's boots and shoes . . . . . prs.	3,500	20,465
Milk, condensed . . . . . lbs.	531,245	74,008
Oils, illuminating . . . . . gals.	2,347,650	323,869

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Principal Articles Forming the Trade of the United States with the Far Eastern Countries—*Cont.*

PRINCIPAL IMPORTS INTO UNITED STATES FROM PHILIPPINES

	Fiscal Year 1918	
	QUANTITY	VALUE
Sulphate of Quinia . . . . . oz.	34,256	$ 24,881
Copal, kauri and damar . . . . . lbs.	1,033,739	88,543
Hemp . . . . . tons	2,215	894,131
Manila . . . . . tons	86,065	30,375,300
India-rubber . . . . . lbs.	80,644	40,698
Cocoanut oil . . . . . lbs.	154,704,481	18,229,369
Cocoanut meat, or copra . . . . . lbs.	219,555,171	9,949,785

PRINCIPAL EXPORTS FROM UNITED STATES TO PHILIPPINES

	Fiscal Year 1918		Calendar Year 1919	
	QUANTITY	VALUE	QUANTITY	VALUE
Automobiles, commercial . . . no.	163	$ 215,106	516	$ 798,540
Automobiles, passenger . . . no.	1,714	1,373,204	2,381	2,629,348
Cotton cloths . . . . . yds.	119,088,720	15,452,238	47,106,893	9,535,445
India-rubber belting, etc.	.....	150,092	no data	no data
India-rubber auto tires	.....	863,725	.....	1,342,263
Iron and steel-bar iron . . . . lbs.	2,265,380	93,210	992,000	51,000
Iron and steel, wire rods . . . lbs.	1,227,814	57,634	185,000	6,000
Iron and steel, all other rods . lbs.	19,071,275	1,057,537	20,037,000	830,000
Iron and steel, bolts, nuts, etc. lbs.	1,282,342	115,155	2,739,000	256,000
Sugar mill machinery.	.....	394,203	.....	2,822,000
Wire nails . . . . . lbs.	8,795,495	495,186	5,341,478	299,330
Cast pipes and fittings . . . . lbs.	2,131,955	110,904	1,884,533	119,121
Wrought pipes and fittings . . lbs.	2,180,378	176,252	11,235,546	790,698
Galv. iron and steel sheets . . lbs.	8,863,932	773,003	15,146,299	1,177,344
Steel plates . . . . . lbs.	5,801,214	423,632	5,150,391	290,840
Men's boots and shoes . . . . pr.	159,880	472,036	331,523	1,161,948
Women's shoes . . . . . pr.	269,124	475,954	212,831	551,541
Condensed milk . . . . . lbs.	11,566,748	1,353,140	14,085,937	1,892,725
Oils, illuminating . . . . . gals.	6,789,710	882,056	10,890,320	1,972,663

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Principal Articles Forming the Trade of the United States with the Far Eastern Countries—*Cont.*

PRINCIPAL IMPORTS INTO UNITED STATES FROM BRITISH INDIA

		Fiscal Year 1918	
		QUANTITY	VALUE
Rice	lbs.	7,930,611	$ 494,680
Indigo, natural	lbs.	1,259,224	1,882,662
Gums-shellac	lbs.	22,710,502	9,437,673
Jute and jute butts	tons	76,858	7,066,460
Jute bags	lbs.	31,876,965	3,720,460
Burlaps	lbs.	411,881,074	52,705,948
India-rubber	lbs.	5,758,850	2,782,122
Tea	lbs.	17,059,251	4,249,168

PRINCIPAL EXPORTS FROM UNITED STATES TO BRITISH INDIA

		Fiscal Year 1918		Calendar Year 1919	
		QUANTITY	VALUE	QUANTITY	VALUE
Aniline dyes	.....	.....	$1,668,692	.....	$1,562,000
Automobiles, passenger	no.	73	53,000	2,624	2,892,000
Automobile tires	.....	.....	416,411	.....	557,000
Rods of steel	lbs.	22,485,880	1,239,863	60,635,000	2,262,000
Iron and steel, hoop, band, etc.	lbs.	18,793,924	1,394,826	21,850,000	1,425,000
Typewriting machines	.....	.....	462,842	.....	573,690
Wire nails	lbs.	14,404,939	831,099	15,372,290	906,270
Wrought pipes and fittings	lbs.	9,548,077	619,261	61,594,137	4,211,699
Iron and steel, steel plates	lbs.	16,121,938	1,156,912	18,164,858	800,777
Iron and steel, tin plates, etc.	lbs.	22,309,038	2,172,083	23,623,211	1,813,106
Condensed milk	lbs.	23,012,060	3,220,339	10,130,675	1,212,213
Oil, illuminating	gals.	19,998,342	1,970,922	56,608,019	5,899,561
Oil, lubricating	gals.	14,770,389	2,989,623	9,376,324	3,126,928

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